

RUSSIAN GENERAL, EX-COMMANDER, IS UNDER ARREST

Gourko, Former Chief Of
Western Forces, Prisoner
In Petrograd

GEN. EDELY KILLED

Head Of Eleventh Army
Is Treacherously Shot
In Back

TROOPS STIFFEN

Korniloff's Men Recover
Spirit And Make Stand
Against Germans

(Reuter's Agency War Service)

Petrograd, August 3.—General Gourko, the late Commander-in-Chief on the Russian western front, has been arrested.

General Edeley, the commander of the 11th Army, has been killed. He was treacherously shot in the back. The resignation of M. Tchernoff, the Minister of Agriculture, has been accepted.

The Chairman of the Executive of the Peasants Deputies to the Council, M. Arkenteff, has been appointed Minister of the Interior.

General Radko Dontrieff has relinquished the command of the 12th Army.

The Commissioner with the Russian armies on the South-western front reports that the armies commanded by General Korniloff, especially the 11th Army, regiments of which recently retired of their own accord, are now vigorously repulsing all the attempting of the powerful enemy forces to penetrate Russian territory. The 7th Army in its impetuous attacks in the region of Grishatine took a number of German prisoners. The condition and spirit of the Russian troops denote a decisive reaction, giving ground for the hope that the army will carry out its duty.

London, August 3.—(By wire.)—A Russian official communique reports: After a stubborn battle we retired across the River Zbrucz in several places. Our troops are retreating between the Dniester and the Pruth. The enemy has occupied Falkel. We have evacuated Kimpolung.

Vienna claims that the Austrians have entered Czernowitz.

A German official communique says: The Austro-Hungarian forces are fighting a house-to-house battle for Kimpolung.

We captured several villages on the Lower Zbrucz.

We captured Czernowitz and penetrated the enemy positions further south.

Russian Government

Di solves Finnish Diet

(Reuter's Agency War Service)
Petrograd, August 2.—The Government has ordered the dissolution of the Finnish Diet and fixed new elections two months hence.

U-BOAT SUBMERGES

WITH 38 ON ITS DECK

Crew Of Steamer Deliberately
Drowned By Submarine,
Say Survivors

(Reuter's Agency War Service)
London, August 3.—An unparalleled submarine atrocity, namely the deliberate drowning of 38 of the crew of the steamer Belgian Prince, is related by the three survivors who were rescued by a patrol-boat after fearful sufferings.

The steamer was torpedoed on Tuesday evening when 200 miles from land. The submarine shelled and destroyed its wireless, took the captain on board, murdered the crew on the deck of the submarine and deprived most of them of their outer clothing and life-belts and destroyed the steamer's boats, after which it submerged, carrying down many of the crew. The others swam or floated until they sank exhausted or died of exposure.

French Air Hero In U.S. To Teach Aviators



LIEUT. DE SEYSEL.

Lieutenant de Seyssel, of the French Aerial Corps, who, with a group of seasoned French aviators, has arrived in the United States, and will be detailed to instruct American army aviators in the modern methods of aerial warfare. Lieutenant de Seyssel has won many medals for bravery in the air. He modestly refuses to tell how many German airplanes he has brought down.

AMERICAN WOMEN STILL SEEK WAR WORK ROOMS

Only One Offer Received In
Response To Appeal, And
That From British

In these columns last Sunday an appeal was made by the Central Committee for the American Women's War Relief Work for suitable rooms in which to do their work. They thought that one or another of the American homes might have some vacant rooms which could be placed at the disposal of the women. Only one offer has been received thus far and that came from a British firm. Unfortunately this offer had to be withdrawn. The women now make one more appeal for rooms. One large room or several smaller ones, well ventilated and with good light, is the requirement.

The Central Committee also announces that in the near future, probably this week, it proposes to circulate a petition throughout the American business community inviting cash contributions for the promotion of this War Relief Work. In this connection they wish to explain that this petition is not to become a regular or periodical visitor. It is to be circulated but once, and in view of this, those to whom it is presented are asked to put themselves down for good round sums on the full understanding that they are not to be called upon a second time.

Meanwhile the need for work-rooms is urgent and the ladies will appreciate prompt offers. These should be sent to The American Women's War Relief Work, c/o Mrs. C. H. Blake, 3 Route Ghisl.

TURKS CONCENTRATE FORCES AT ALEPPO

Attack Either In Mesopotamia
Or At Gaza Is Anticipated
By Allies

(Reuter's Agency War Service)

London, August 3.—Following reports that General von Falkenhayn has visited the Turkish Front at Gaza, it is stated in Athens that the Turkish Military Authorities at present are giving their close attention to the campaign in Syria and have concentrated huge forces at Aleppo for use either in Mesopotamia or at Gaza, according to the development of the operations.

Intercessional Services Held In Churches Yesterday

Allies In Commemorative Observances On Occasion Of
Third Anniversary Of War's Beginning

At Holy Trinity Cathedral, at Union Church and at St. Joseph's Church yesterday morning impressive intercessional services for the victory of the Allied cause commemorated the third anniversary of the beginning of the war. All of the services were largely attended.

At the Cathedral, where the observances were of an official nature, the Allied Consuls and representatives of the Allied judiciary, the Allied units of the Volunteers, and of Municipal organizations were present, while the remainder of the building was filled by the general public.

"God's great objective—the true brotherhood of man," formed the theme of Dean Walker's address and he emphasized the necessity for holding that objective clearly in mind that a better fight may be fought to accomplish the success of the great world war.

The services opened with the choir singing Psalm 122—"I was glad when they said unto me," and this was followed by the hymn, "O God, our help in ages past," in which the congregation joined. The Rev. C. J. F. Symons read a short lesson from the 8th chapter of St. Paul's Epistle to the Romans, verses 18 to 26, and after the singing of the hymn "Jesus, meek and gentle," Dean Walker spoke.

"When our Lord Jesus Christ taught men about prayer He emphasized the importance of Sincerity, Humility and Confidence," he said.

"The measure of our sincerity will of course be the sacrifices we have made in response to the call of our country. Men who have done nothing for their country will have no stomach to ask God to help them. Yet if we feel sorry that we have not done more than we have done, and if we purpose to do more in the future there is in this also a sincerity which will make prayer a reality.

Service Is Test
"The standard of our Humility will not be set by judging ourselves by ourselves, still less by judging ourselves by the standard of the enemy, but by a realization of the high service to which we have been called by God. We are proud of being British, we are proud of our

Allies, we thank God that we are not as our enemies, but if we do but faintly understand the importance of the issue of this World-wide struggle as it must appear in the sight of God, I think that we can say without any cant or hypocrisy we are, in respect of God, but as little children. We may know as men how to win a war, but how to restore the brotherhood that binds the brave of all the earth, we know no more than little children.

"The rock of our confidence is Christ Himself. For the sake of sincerity He was born into the world, and in His humility He was obedient to the Death upon the Cross. But He was not defeated, the Cross wins the world for God. So when we come to ask God to bring forth out of this conflict a true brotherhood of men, we must offer prayer with entire confidence that this will be so, and that without the Cross imposed upon Europe and indeed upon all the world this Redemption could not be obtained. I will not detain you further. If we can get a glimpse of God's great objective we shall fight all the better to reach our nearer objective, which without doubt is for us to strain every nerve to win the War.

"Let us now offer our prayers to Almighty God, one in mind with our fellow countrymen throughout the world and also with our Allies whose honored representatives present with us today do much to strengthen our spirits."

Then followed the Intercessions and Thanksgivings, which were said by the Dean and responded to by the congregation. They were divided into eight parts: (1) For deliverance from sin, (2) For pardon and spiritual renewal, (3) For our King and Country, and for our Allies, (4) For our Navy and Army, and those of our Allies, (5) For all sufferers through the war, (6) For those who fight against us, (7) For the speedy triumph of our cause, and (8) Thanksgiving for mercies already received.

The National Anthem was sung and Bishop Graves brought the service to a close with the giving of the Blessing. Dignitaries Attend.

Sir Everard Fraser attended the services accompanied by Mr. H. (Continued on Page 6)

Royalist Agitation Started In Greece

State Of Siege Proclaimed In
Attica And Boetia
As Result

(Reuter's Agency War Service)
Athens, August 3.—A state of siege has been proclaimed in Attica and Boetia owing to a Royalist agitation.

FRANCE STILL INSISTS ON LOST PROVINCES

Restitution And Reparation For
Damage By Germans Necessary, Says Ribot

(Reuter's Agency War Service)
Paris, August 3.—In the Chamber, today, the Premier, M. Ribot, replying to interpellations criticising the policy of the Government, again emphasized the necessity for the restoration of Alsace-Lorraine and compensation for the damage done by the Germans in France. He declared that Socialists by going to Stockholm would be merely mandatories of the Kaiser. The Chamber passed a Vote of Confidence in the Government by 292 votes to 61.

As the majority of the Socialist Party voted against the Government in the Chamber of Deputies on the question of attending the Socialist Conference at Stockholm, it is reported that M. Albert Thomas, the Minister of Munitions, may resign.

U.S. MAIL CLOSES TODAY

The mail for the United States and Canada, via Canada, will close at the American Post Office at 1 p.m. today.

Entente Delegates Leave For Conference

Meeting Of Allied Representa-
tives To Be Held On East
Coast Of England

(Reuter's Agency War Service)
London, August 2.—Mr. Lloyd George, Baron Sonnino, the Italian Minister for Foreign Affairs, General Smuts, Lord Robert Cecil, Mr. Bonar Law and the Russian representatives have left for the South Coast to attend an Allies' Conference.

Australia Withdraws War Profit Tax Bill

(Reuter's Agency War Service)
Melbourne, August 3.—The Government has temporarily withdrawn the War Time Profits Tax Bill and will probably introduce important amendments to the measure.

Reconstruction Bill Passed By Commons

(Reuter's Agency War Service)
London, August 2.—The House of Commons has passed the third reading of the bill establishing a Ministry of Reconstruction.

ONE U-BOAT RELEASED

Another Interned In Holland, Hague
Commission Decides

(Reuter's Agency War Service)
Amsterdam, August 3.—A semi-official message from Berlin states that as the result of an investigation by an International Commission at The Hague, the German submarine U-6 remains interned in Holland while the U-30 is released.

Bolt From The Blue That Failed



AUSTRIAN AERO BOMB.
A young Italian officer examining an Austrian aero bomb which dropped near his hangar on the Isonzo front and failed to explode.

AMERICAN LABOR MEN TO ESCHEW STOCKHOLM

Mr. Gompers Telegraphs Federation
Will Not Be Represented
At Socialist Conference

(Reuter's Agency War Service)
London, August 3.—The British and French Trade Unionists, Mr. Appleton and M. Jouhaux, respectively, telegraphed to Mr. Samuel Gompers asking whether the American Federation of Labor would be represented at the Socialist Conference in Stockholm. They received a reply in the negative. The Times states that the majority of Mr. Henderson's Labor colleagues in the Government are determined to do their utmost to convince the Trade Unionists to vote against the recommendation made by the Executive of the Labor Party to accept the invitation to Stockholm.

Meanwhile a conference of Allied and neutral seamen, including officers, has been summoned to meet in London on August 17, or a week after the Labor Party Conference, to deal with submarine murders of seamen.

The Executive of the Federation of Trade Unions yesterday decided to adhere to their resolutions not to meet enemy representatives.

M. Painleve Acting As Minister Of Navy

M. Cochon, French Under-Secretary
For Foreign Affairs,
Also Resigns

(Reuter's Agency War Service)
Paris, August 3.—M. Painleve acts temporarily as Minister of Marine.

M. Denys Cochon, the Under-Secretary for Foreign Affairs, has resigned. London, August 3.—A telegram from Paris states that Admiral Lacaze resigned because he objected to the demand that a Navy Committee of the Chamber of Deputies should be empowered to inquire into naval matters.

British Shipowners Want Liners Rebuilt

(Reuter's Agency War Service)
London, August 3.—Leading ship-owners have sent a memorial to the Premier urging the rebuilding of liners, not merely of cargo boats.

Committee Named On British-Belgian Trade

(Reuter's Agency War Service)
London, August 3.—The Government has appointed a Committee representing the Foreign Office, the Board of Trade and the Commercial Community to promote trade between the British Empire and Belgium.

HUNAN TUCHUN OPPOSES BOTH FENG AND TUAN

Opposition To Lu Yung-hsian
As Military Governor
Is Reason

(Reuter's Agency War Service)

Changsha, Hunan, July 30.—Governor Tan Yen-kai has wired to Gen. Feng Kuo-chang and others opposing the assumption of authority by either Tuan or Feng. It is generally understood that one reason for this is to avoid having Lu Yung-hsian, Military Defense Commissioner of the Shanghai district, sent to Hunan as military governor; not that Governor Tan clings to a military title with any self-seeking spirit; he is too unfamiliar with things military for that and has nothing of the dictatorial attitude that an officer would need to have.

But Hunan is unwilling to have a northern governor. Tang Hsiang-ming was efficient, but during the period of his governorship, 1913-1916, while Yuan was growing in power, every act of the governor made him more actively disliked by Hunanese; and I fear an active revolt would be started if Lu or any other northern general were sent, at present, to be military governor in Hunan.

Meanwhile, military activity is not lacking. General Chao Heng-ti, commanding the first division, and General Chen Fu-tsu, commanding the second, are both in sound relationship with Governor Tan, and are taking active part in the movement to have Hunan troops among those opposing northern military dictatorship over the republic.

General Wu Kwang-hsin has been ordered to Szechuen to help oppose the Tuchuns of Kwelchow and Yunnan who are marching thither to avenge the deposition of the Tuchun there. So further trouble at Yochow is unlikely.

The Provincial Assembly's standing committee has just voted that no member may hold any other remunerative office, either governmental or private. One or the other must be given up.

Knipping, Cordes and Others Will Be Sent To Java At Once

(From The Chinese Press)

Herr H. Knipping, the German consul-general at Shanghai, and Herr H. Cordes, manager of the Deutsche Asiatische Bank at Peking, and five other German notables, will be sent to Java immediately, according to the decision arrived at by the Dutch Minister at Peking Friday.

The Peking government has decided to establish a war council following the formal declaration of war against Germany, which is expected to come Monday. The Cabinet

(Continued on Page 2)

FLANDERS BATTLE IS ONLY BEGINNING, LONDON BELIEVES

Struggle To Last Several
Days Before End Is
Achieved

WEATHER HINDERS

Germans Make New Counter-
Attacks But Results
Are Slight

LOSSES ARE HUGE

Enemy Sacrificing Men In
Masses To Regain Cap-
tured Positions

(Reuter's Agency War Service)

London, August 3.—Field Marshal Sir Douglas Haig reports: The weather continues wet and stormy.

Last night the enemy renewed his attempt to drive us out of our positions on Infantry Hill, east of Monchy-le-Preux. He attacked on a front of half-a-mile and temporarily obtained possession of portions of our front trenches at two points. Our counter-attacks have already regained part of the lost ground.

We repulsed enemy attempts southward of Queant and northward of Warneton.

Field-Marshal Sir Douglas Haig reports this evening: Our troops have re-established themselves in St. Julien.

Our fire broke up German infantry massing for a counter-attack northward of the Ypres-Roulers railway.

We advanced southward of Hollebeke.

We regained almost the whole of the ground eastward of Monchy-le-Preux lost last night.

We repulsed raiders north-eastward of Gouzeaucourt and southward of Fontaine-Les-Croisilles.

We carried out a successful raid south-eastward of Lombartzyde. Tuesday's prisoners now total 4,132, of whom 132 are officers.

Battle Only Begun

The general consensus of opinion is that the present gigantic battle in Flanders has only just begun and will probably last many days, like all the other great battles of the War.

The weather conditions in Flanders may be imagined from the fact that the average rainfall for the month has been experienced in the South of England in the last five days. The weather cleared yesterday evening.

The Times military correspondent states that the objectives in Flanders did not include the main artillery positions of the enemy, hence a large capture of guns was not anticipated.

Reuter's correspondent at British Headquarters, telegraphing today, says:

"Since my last despatch there has been a hurricane of heavy shelling and determined counter-attacks. The more the enemy launches his masses against our withering batteries, the sooner the end must come. It is impossible to estimate his losses yesterday afternoon during the series of assaults he launched but they must have been appalling.

German Artillery Support Poor

"It is a striking contrast that while German infantry curse their artillery for lack of support, ours praise our gunners.

"Our new positions south of the Ypres-Comines road and the Ypres-Roulers railway to opposite St. Julien seem to be causing the Germans great concern and they are devoting their heaviest shelling there.

"The French front between Koor-tekan and Bixchoote is also being subjected to a heavy strain.

"The situation along the whole front shows no tactical change.

"The weather continues deplorable. A fouler August was never born.

"The number of our prisoners must be well over 5,000."

In an earlier message Reuter's correspondent at British Headquarters gives details of the battle on Tuesday, and says that our waves of infantry in the dark passed undetected parties of

Germans crouching in shell holes and consequently suffered from sniping in the back. He declares that the Germans deliberately shot our wounded. The enemy unsuccessfully resorted to the device of wiring over and camouflaging shell holes.

The fighting was stiffest at Hollebeke where machine guns advantageously placed proved a very great obstacle. The Germans declined to emerge from their concrete dugouts and consequently their casualties were extremely heavy.

He mentions that the enemy frequently and determinedly counter-attacked without success at Labasse Ville, which is a very definite stepping-stone to Lille. He instances a number of splendid feats by the airmen, who fought as low as 200 feet in consequence of the lowness of the clouds. He also pays a tribute to the wonderful efficiency of the medical organization.

French Withstand Attacks

Paris, August 3.—The official communiqué issued this afternoon reports: Bad weather continues on the whole front in Belgium.

After very violent bombardments east and south of Cerny the Germans launched violent attacks on a front of 1,500 meters, all of which our fire repulsed with heavy losses.

There has been an artillery duel on both banks of the Meuse which was especially lively in the region of Avocourt Wood and Hill 304.

The official communiqué issued this evening reports:

Bad weather continues in Belgium, where the situation is unchanged.

An attempt made by the Germans to rush our lines east of Cerny completely failed.

(By wireless) A German official communiqué reports:

English advances on the Nieuport-Westende road and westward of Bixshoote and Langemarck failed.

The enemy is bombarding Roulers. Advanced engagements northwards of La Bassee Canal and at Monchy and Havincourt favored us.

We drove out the French, who had penetrated our trenches on the Laon-Soissons road.

We captured the southern exit of a tunnel at Cerny.

We repulsed several attacks on the left bank of the Meuse.

Story of Battle of Craonne

The last successful counter-attack made by the French east of Cerny is only an incident in the great battle for the Craonne Plateaux, which battle is a continuation of the fight which commenced on April 16, and continued fiercely until the middle of May.

Within a month the French had established themselves strongly beyond the Aisne and captured most of the points of observation on Chemin-des-Dames from California Plateau as far as Moulin-de-Lafux. So great is the military importance of these points of observation that the Germans could not accept such a loss, which explains their desperate, violent and unceasing efforts all along Chemin-des-Dames Ridge, made in order to regain the ground won the French.

During the second fortnight in May they launched eleven attacks, while twenty attacks were made in June in which larger and larger effective were engaged. On July 8, they hurled a contingent one division strong against the French positions south of La Royere. On the 14th, another Division was engaged south of Cerny. From the 19th to 24th July at least two divisions delivered an onslaught against California Plateau and Casemates Plateau.

In fact, by its intensity and continuity the struggle on Chemin-des-Dames is to be compared to the Battle of Verdun. Upon the objective aimed at the enemy concentrates an enormous artillery fire and is lavish with his human material. He sacrifices his best troops and thus wears out terribly. On the front of the Aisne and Champagne only he has employed 71 Divisions since April 16, and the losses he has sustained have been so great that the gaps have had to be filled with young men belonging to the 1918 class.

The French hope that this German wear against the Craonne Plateau will enable them to free a new part of their territory in such a way as the evacuation of Noyon has been the consequence of their heroic defence of Verdun.

With regard to the capture of Bixshoote, La Liberte says that the village was defended by a division of Bavarian troops. Advancing over the heaps of German dead among the ruins, the French troops went through heavy machine gun fire, sprang on the enemy and broke down his resistance. German reserves were rushed up only to be massacred and in a remarkably short time the village was won.

Haig Congratulates Petain

The Commander-in-Chief of the British Armies in France, Field Marshal Sir Douglas Haig, has sent the following telegram to the French Commander-in-Chief, General Petain:

"The operations of the French Army north of Boesinghe carried out under the command of General Anthoine with the greatest skill and bravery have been entirely successful. The attack, delivered in conjunction with the British armies, rapidly attained all its objectives. The French troops with the greatest ardor went past their objectives and despite the enemy's resistance captured Bixshoote and a powerful system of German trenches south-east and west of the village. The thanks and congratulations of the British army are due to the whole of General Anthoine's army."

Hunan Tuchun Oppose Both Feng and Tuan

(Continued from Page 1)

ministers will be members of the council, while the erstwhile committee on international politics will be their auxiliaries. A set of regulations is being drafted for the working of the body. Similar steps to be taken against Austria-Hungary are being contemplated.

An amnesty for all the monarchical conspirators under Yuan Shih-kai is to be effected by a Presidential mandate. Liang Shih-yi, former minister of finance, will be given a responsible post while Chow Tze-chi, the agricultural minister, has returned from exile in Japan.

Admiral Liu Kwan-hsiun, minister of navy, suggests that the Admiralty now located at the Kiangnan Arsenal in Shanghai be moved to Nanking. Tuan Chi-jui favors the plan.

The Ministry of Navy at Peking in an attempt to ask the Captains of the warships of the First Squadron to cancel their independence brought out three arguments: that the separation among the naval people will cause laughter among foreign powers, that the government established with the assistance of the independent squadron will be branded rebels and that in declaring its independence, the First Squadron blackened the name of Chinese Navy for selfish ends.

In reply, the independent officers and marines, stated that they have been compelled to declare independence because the Peking administration is no longer a de facto government, that they are simply repeating the demands set forth during the time of Yuan Shih-kai, when they upheld the principles of democracy and would live or die with the Constitution, and that they are not out for private ends, as they will willingly retire when these demands are complied with.

Allied Ministers Are Told Feng Was In Monarchist Plot

Ministers of the Entente Powers in Peking were surprised yesterday by the statement made to them by Wang Chen-shih, former aide-de-camp of Chang Hsun, that Feng Kuo-chang and Tuan Chi-jui were two of the chief instigators of the monarchical movement, according to a Peking telegram to the Republican Daily News. The envoys called on the aide, who is now a refugee at the French Legation, to ascertain how much truth there is to the rumor that Chang was backed up by German interests.

In reply Wang flatly denied that there was any German intrigue, but said that Feng's letter written by himself, Tuan's telegram, and the resume of the plans of Hsu Shih-chang could be produced for evidence that they participated in and instigated the movement.

Feng Sees Ministers Monday

General Feng Kuo-chang will receive the Ministers of the foreign powers Monday in his capacity as the President of the Republic. Notes have been sent to the various legations to that effect. It is reported that he will unofficially announce the declaration of war against Germany during the interview.

Correspondence

China Press Course Approved

Editor, THE CHINA PRESS
Sir.—The course of THE CHINA PRESS in the matter of Gen. Ting Hwai meets with the hearty approval of Americans, and we believe of all lovers of justice and fair play.

As the proceedings themselves, the declaration of the British Assessor that less evidence is required to make out a prima facie case against a non-resident than a resident of the Settlement caps the climax. If this is the fact, and if it is and has been the practice of that Court, then it is time for the Consular or Diplomatic Authorities to remodel the court.

Yours Truly,
Subscriber.
Mokansan, August 3, 1917.

BERLIN MAKES PROTEST

(Reuter's Agency War Service)
Amsterdam, August 2.—A message from Berlin states that the German Government has protested to Spain against the Spanish decree internment submarines taking refuge in Spanish harbors.

WEEKLY SILVER REPORT

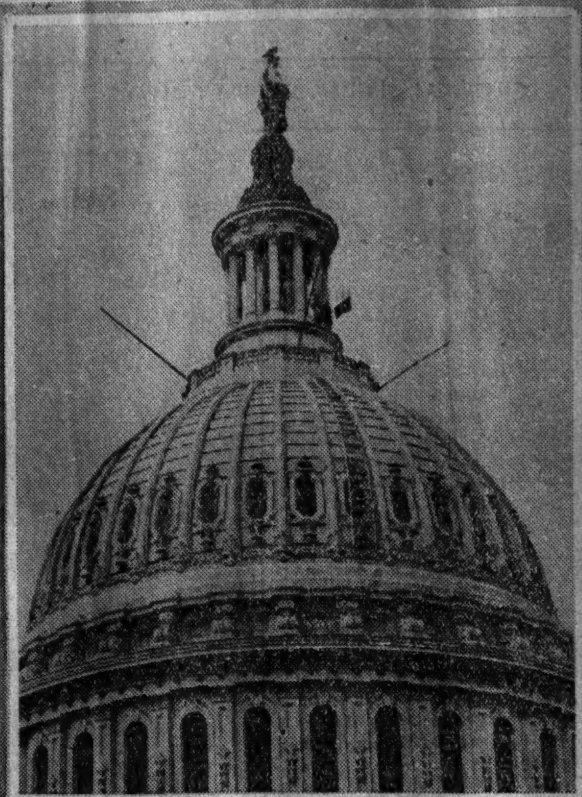
Reuter's Service
London, August 2.—Samuel Montagu's weekly silver report says that the market is very steady, the undertone good, supplies short and it is difficult to meet the general demand.

FLASH LIGHT PHOTOS

A scientific job, every body with eyes open, no smoke. Prints submitted same evening.

Burr 2 Broadway

'America Calls! Enlist Today!'



"America calls! Enlist today!" This is the message sent out in the signal code from the dome of the Capitol at Washington. It was one of the "stunts" in connection with the opening of recruiting week for the army.

70 CHINESE STUDENTS SAIL FOR U.S. AUG. 18

Government Selections For American Universities Begin Arriving in Shanghai

More than seventy students of the Tsing Hua College, Peking, will sail for the United States August 18 on the Pacific Mail steamer Venezuela to study in American universities. They will make the trip under the guidance of Dr. Y. T. Tsur, president of the Peking college.

This is the ninth deputation to be sent under the auspice of the Tsing Hua authorities. Previous to this, from fifty to one hundred were despatched to America every year. The members of the deputation will be scattered throughout the States, no two of them studying at the same institution, in order that they may mingle with their American classmates and assimilate real American spirit.

Some of the scholars are already in Shanghai getting ready for the trip, while others are arriving daily from different parts of the Republic.

Headquarters of the deputation have been established at the World's Chinese Students' Federation on Bubbling Well Road under the supervision of Mr. Chu Pei-ming.

Church Services

Holy Trinity Cathedral.—Ninth Sunday after Trinity. 8 a.m. shortened Mattins and Holy Communion. Preacher, the Dean. 11 a.m. Mattins, and Litany noon. Holy Communion. 6.30 p.m. Evensong. Preacher, Rev. E. Thompson, B.D.

Union Church.—Sunday, August 5.—11 a.m. Preacher Rev. C. E. Darwent, M.A.; Subject "So great salvation"; Chant 34; Hymns 20, 449, 163, 117. 6 p.m. Preacher Rev. C. E. Darwent, M.A.; Subject "What God wills"; Chant 109; Hymns 222, 309, 140. 7 p.m. Holy Communion.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads). On Sunday the services in the above will be conducted as follows:—Morning 11 a.m. by Mr. D. E. Hoste. Evening 6 p.m. by Mr. Geo. Howell.

Christian Science Society of Shanghai, Masonic Hall, The Bund. Sunday service, 11 a.m. Subject: "Love." Sunday school, 10 a.m. Wednesday evening, 6 p.m. Reading Room, No. 21 Nanking Road, Room 71, daily 10.30 to 12.30.

Zion Tabernacle, corner of Helen Terrace and North Szechuen Road Extension. Preaching Service Sunday, August 5, at 6 o'clock p.m. Rev. C. F. Viking will speak. Subject: "Harmony of the prophets." Mid-week meeting every Thursday at 6 p.m. Everybody welcome.

News Brevities

Second Lieutenant C. Tod of the Cameronians, formerly of Messrs. Jardine, Matheson and Co., has been slightly wounded, according to word received here.

Four armed robbers, arrested Friday on Thibet Road by officers from Central Police Station, were charged in the Mixed Court yesterday and remanded for inquiries.

Six men, one said to have been armed with a revolver and two with knives, robbed a dwelling at 152A Elgin Road at about 7.30 o'clock last night, getting away with \$100 in notes. The robbery was not reported to the Police until an hour after it had occurred and no trace of the thieves could be found.

Mr. G. H. Medhurst, a director of Messrs. Dodwell and Co., and for many years their Hongkong manager, died in England last Thursday, according to word received yesterday. The flag on Dodwell's Shanghai office flew at half-mast yesterday as a mark of respect.

Mr. J. D. Read, traffic manager of the Shanghai-Nanking Railway, has terminated his service upon the expiration of his agreement with the administration. He will succeed by Mr. C. L. G. Wayne, former assistant traffic manager of the same line.

Three thousand and one hundred commemorative medals have been manufactured by the Kiangnan Mint at Nanking upon the assumption of the Presidency by General Feng

Kuo-chang. Acting-Tuchun Chi Yon-an of Kiangsu has despatched a special deputy to present them to General Feng at Peking for distribution.

The International Book and Stationery Store, 5a North Soochow Road, is selling at a great clearance sale the whole of the stock-in-trade during this month. Everything will be sold to clear below cost. The store remains open till 7 p.m. daily, Saturdays included.

The booking agent for the Pootoo

trips by the a.s. Hsin Ning Shao announces that the accommodation on these trips has surpassed all previous booking. All saloon accommodation is taken up for August 10 but those wishing to take a week-end holiday can be accommodated with a cot or camp bed on deck. The whole of the saloon deck also has been booked for August 17 and applications have already been received for August 24, so that those who wish to take this trip should apply for staterooms as early as possible.

Fire Bells Are Ringing!

— and Mr. Knott Insured says: "Maybe they are going to my house, and I haven't taken out that policy."

We Write Fire Insurance

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15 Nanking Rd.

Phone 60

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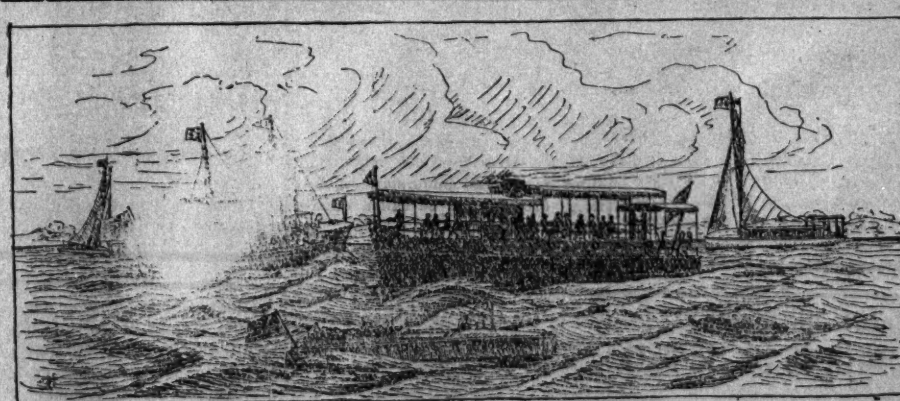
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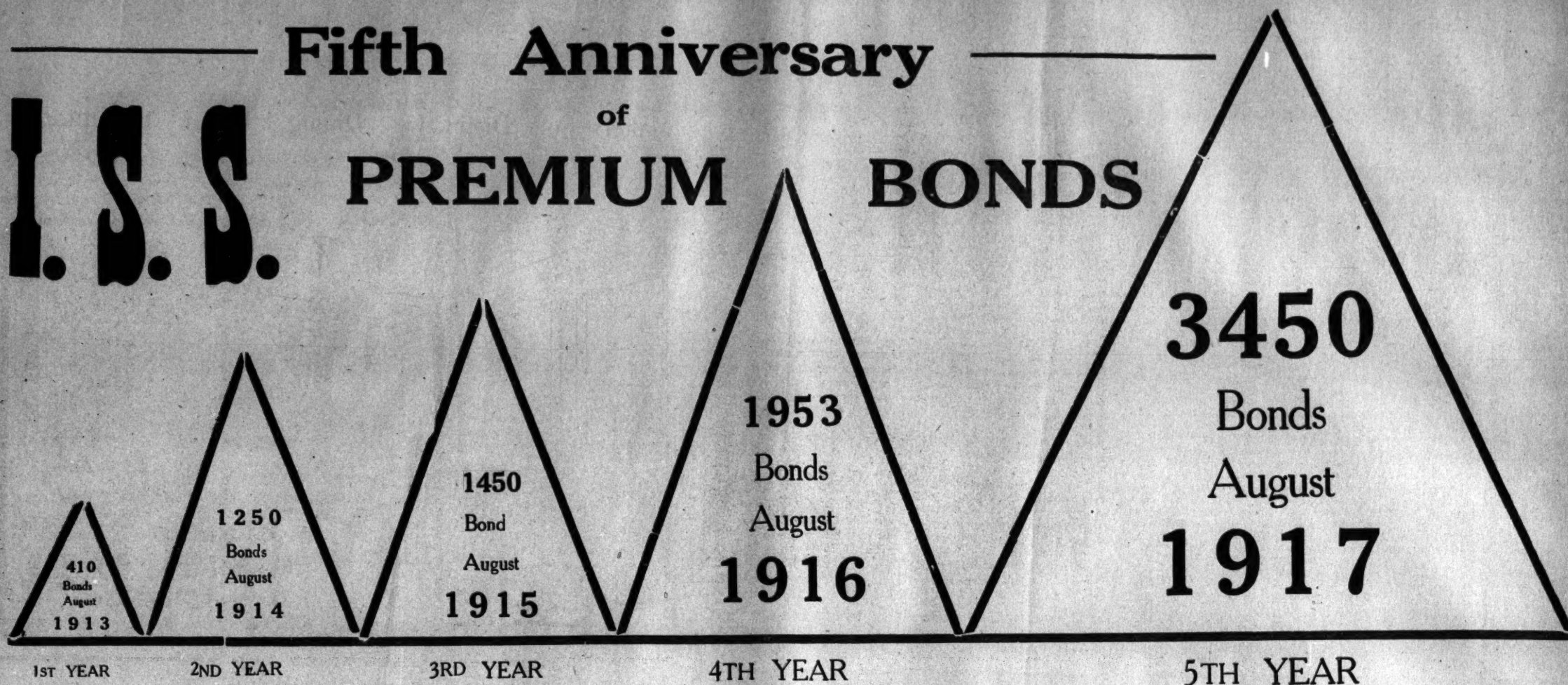
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EXAMPLE

BOND No. 981 was issued on the 20th July, 1914 and
since this date has drawn

On the 15.1.1915	\$12.00
" " 15.9.1915	\$150.00
" " 15.10.1915	\$1625.00
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125 EXPERTS REACH ENGLAND TO STUDY AVIATION FOR U.S.

Vital Step Taken Toward Air Fleet Production In Line With Best And Latest Methods Employed Abroad

Washington, June 27.—Thorough preparations to build a great air fleet to help the Allies win the war is being made by the United States. This became evident today when it was announced officially that there had arrived at a British port 125 experts sent by this country to investigate European methods of aircraft manufacture. Included in the delegation are men of manufacturing, designing, engineering, military and naval experience and training.

It will be the duty of this group to bring back to America as soon as possible the latest and best information regarding European aircraft development, which will then be available for American manufacturers. Arrangement has been made through Allied Governments for the placing of expert American mechanics in the European aircraft plants in whose products the United States is interested.

Step Toward Quick Results

The plan is regarded as one of the most vital of the steps the aircraft board is taking for preparing manufacturers here for a large and quick production of aeroplanes and engines.

The National Advisory Committee for Aeronautics and the Aircraft Production Board have instituted a project for a permanent exhibit of aircraft materials, including engine parts and sections of planes, to be established in Washington for the benefit of army and navy engineers and American manufacturers. A building to house the exhibit is now being constructed by the Government south of the Smithsonian Institute.

The latest foreign machines and specialized parts from foreign makers, reflecting the highest development of European building science after the three years of war, will be displayed. The exhibit promises to be of particular value to Government engineers and private manufacturers.

Americans Fitted For Task

"The Air-Craft Production Board has no illusions as to the size and character of the job before it," a statement issued by the board today says, "but the whole task is one of industrial organization for quantity production, and in this the Americans are above all other nations fitted by experience and tradition to set new records. The permanent air exhibit should supply a valuable aid to the process of familiarizing the industry with the task and organizing for its accomplishment."

Representative Tilson of Connecticut, in addressing the House today on gas masks as they are used by the Allies and must be used by American soldiers, expressed the opinion that \$2,000,000,000 for aviation would not be too great a sum to spend in "blinding" the eyes of Germany.

"I am more firmly convinced than ever before," he said, "that our road to victory is through the air. Mr. Coffin said we would need \$600,000,000 for aviation and Mr. Alan R. Hawley said we would need \$1,000,000,000. I believe it will come to that very sum. If it comes to \$2,000,000,000 and we thereby save the lives of several hundreds of thousands of men it will be a mere bagatelle."

"If we could have 10,000 men in the air we would blind the eyes of the enemy and carry the war past the enemy into the enemy's country."

"We must take the offensive and carry the war home to the other fellow."

Oppose Separate Department

Rear Admiral David W. Taylor, of the Navy Department, and Brig. Gen. George O. Squier, of the War Department, appeared before the subcommittee of the Senate Committee on Military Affairs to discuss aeronautics in connection with the proposition to establish a separate Department of Aviation. They supported Secretaries Daniels and Baker in the claim that such legislation at this time might make trouble.

Admiral Taylor and Gen. Squier declared emphatically that the United States can do more for the Allies within the next year through aviation than any other branch of the fighting organization of the Government. They spoke of the urgent need for aircraft.

In executive session they told what was being done in Europe with the fighting aircraft. They recommended an appropriation of at least \$600,000,000.

BRING DOWN AIRPLANE THAT KILLED SUCKLEY

German Machine Returned To Bomb Hospital On Salonica Front, But It Was Destroyed

New York, June 26.—Details of the airplane raid near Salonica on March 23, which resulted in the death of Henry E. M. Suckley, Chief of the New York Stock Exchange Section of the American Ambulance, reached this country in a letter received by Professor R. W. Wood of the Johns Hopkins University from his son, Robert W. Wood, Jr., who is a member of the section. Young Wood was cited in the order of the day "for coolness under a terrific aerial bombardment." In his letter he says:

"We stopped for lunch at—on our way back to the front. Suckley, our leader, and J. R. were the only other Americans there. We lunched in a tent, and after lunch I went out to fix some spark plugs on my car, which was about five yards from the kitchen and ten from the eating tent. We noticed an airplane flying toward us, but didn't pay much attention to it. Suddenly there was a shrieking whistle and a terrific explosion. I lost my head for a second, and instead of lying down, remained standing, getting a sort of thrill out of it. The bomb had landed a little way up the hill. A second later another came, and pieces of it whistled by my ears and riddled my car in eight places. I started to run wild, and ran right into Number 3, which fell on the other side of the road, and again I was untouched."

"I dropped flat just as the fourth fell. I then got up immediately and saw a fearful sight. Poor Suckley was lying at the door of the tent with a shattered hip. Our native waiter was blown to pieces at the door of the kitchen; an artilleryman a few feet off was blown almost in half. Michel, our cook, was lying on the floor of the kitchen with a smashed leg. Another artilleryman and a Canadian, our chauffeur, were hit badly and were writhing on the ground. J. R. had dropped behind a woodpile after No. 1 and was untouched. Dufour, our secretary, had dropped and was wounded only in the hand. By some miracle I escaped. I was the only one untouched of those standing up. I was nearer the bomb than Suckley and only three yards from our native waiter."

"J. R. and I immediately picked up Suckley, and Michel and I took them to the hospital. Suckley was conscious all the time and talked calmly."

The letter then goes on with an account of the return of the same airplane a few days later, and how it was brought down in flames by rifle fire.

"All we did was to pray we'd get a crack at the Boche who had killed our leader and twice bombed the hospital. One day he came, flying fairly low. We ducked into shelters, but he flew away without bombing. Half an hour later he returned, flying low over the mountain top and headed straight for us. He came down lower and lower. He was about 70 feet up, with his nose pointed straight for us, and we thought he was going to mitrailleuse and bomb the hospital off the map. The Frenchmen, lying flat, blazed away with rifles, and suddenly, when about 200 yards away, the machine swerved suddenly and came down in flames in a field close by. In landing it struck a rise in the ground and turned turtle. We all ran forward. The Germans were out of the machine and unharmed and were walking toward us with their hands up, yelling, 'Kamard!' We surrounded them and fastened them a bit. In the meantime the machine was burning up and machine gun bullets were going off all over the place. There were no bombs. We brought the Boches up to an officers' tent and they were questioned. It was the only one around who could speak German and he acted as interpreter."

SCANDINAVIA LIKELY TO REMAIN NEUTRAL

Swedish Newspapers Believe Norway Will Not Take Sides With Allies

DISCUSSES ARMING SHIPS

Norwegian Professor Opposes It As Endangering Friendship With Sweden And Denmark

New York, June 23.—According to Swedish newspapers which have reached this country the continued neutrality of the three Scandinavian nations is practically assured. These newspapers dismiss as a past phase a situation which for many days kept the Scandinavian chancelleries in a state of high nervous tension, the possibility that bitterness in Norway over the recent torpedoing of Norwegian grain vessels might impel that country to enter the conflict on the side of the Entente Powers.

Such a step on the part of Norway, it is frankly recognized, might have had the effect of forcing the other two Scandinavian countries to take sides in the conflict, and not necessarily the same side, and would have nullified the pledges exchanged by the three Governments—not so far as is known reduced to writing—to stand together in a common endeavor to maintain their neutrality throughout the war.

In connection with the discussion of the Norwegian situation, great emphasis is laid on a recent interview in a Swedish paper with President Mowinkel of the Norwegian Storting, who is frequently alluded to as the most influential man in Norway. In this interview, given after several secret sessions of the Storting had caused grave uneasiness in Sweden, he declared that the purpose of the secret sessions had been misunderstood, and that there existed among all the men in posts of public responsibility in Norway, regardless of their political leanings, perfect accord on the one point that no step must be taken by the Norwegian Government susceptible of interpretation contrary to the policy of strict neutrality proclaimed by the Government.

The Dagens Nyheter, one of the leading Swedish dailies with—for a Swedish paper—exceptional leanings toward the Entente, in commenting on the Mowinkel interview, says that his statement is based on accurate knowledge and undoubtedly reflects the true situation in Norway. It adds that a call to active participation in the war would find no response among the Norwegian people. In connection with this, it calls attention to a petition recently presented to the Government and Storting by the Farmers' Alliance, asking that nothing be left undone to keep the country out of war.

"It is only natural that there should be unrest in Norway," the article in the Dagens Nyheter continues. "Norway, as no other country is dependent on her merchant marine. That part of the population which does not directly exist on the revenue her merchant vessels produce stands in dire need of the cargoes these vessels bring into her harbors. It may be questioned if even England has suffered as much as Norway from the ravages of Germany's intensified submarine warfare. During recent months this has taken from Norway an average daily toll of two vessels and five seamen's lives. It is only due to the unparalleled heroism of her sailors that Norway has grain enough to keep her in bread until August. Beyond that month the prospect is one of gloom."

The Farmers' Alliance in its petition to the Government, sounded a note which has been echoed through the Norwegian press and in the Swedish and Danish newspapers as well, when it called for "a Scandinavia, united in earnest co-operation to meet the difficulties arising out of the tightened blockade and resist the pressure de-

signed to draw the three countries into the war." The thought is not a new one. It is a revival of the Pan-Scandinavian current that ran strongly through all the Scandinavian countries at the time of Prussia's attack on Denmark in 1864 and impelled a small army of Swedish and Norwegian volunteers to offer their swords for the protection of her territorial integrity against the Teuton invader.

In the present crisis the summons of the Farmers' Alliance had in view material rather than military co-operation—an agreement looking to an interchange of commodities between the three countries with a view of keeping the wolf from the three Scandinavian doorsteps until peace and comparative plenty again smiled upon the chastened world. Denmark by properly husbanding and reserving for her Scandinavian allies her grain, agricultural, and dairy products which now find a ready market in Germany, in exchange for their excess products needed in Denmark, could do much to help her northern neighbors to resist the pressure exerted with a view to having them abandon their neutrality.

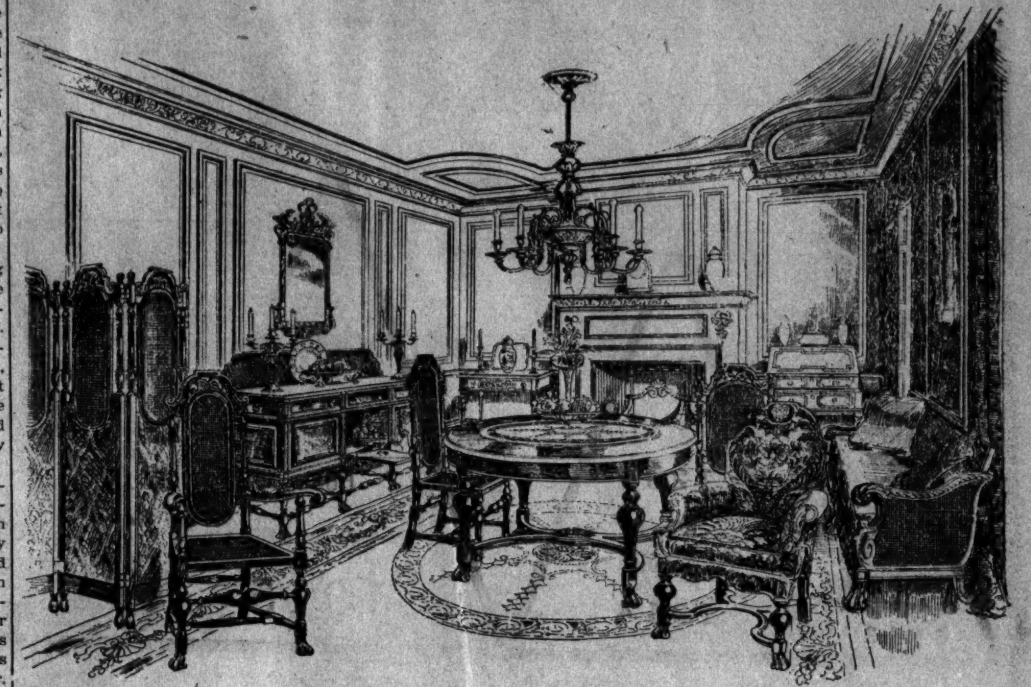
In Norway the question of arming merchant vessels to resist submarine attacks has been the subject of extensive discussion in the newspapers. Professor Bredo Morgenstjerne, a Norwegian authority on international law, in a recent article pointed out that such a step would not necessarily be in conflict with Norway's proclaimed policy of neutrality, but he gravely questioned its expediency.

"A small country," the learned professor gravely reflects, "must be prepared to be subjected to humiliation where might makes right. Norway must, above all, avoid being dragged into this war, not only for her own sake, but for the sake of her Scandinavian neighbors. Consideration for Sweden and Denmark should make us pause before we decide on any ways and means that might lead to war. For if Norway should become involved it is only too probable that the other two countries, no matter how much they might seek to avoid it, would be dragged in too. And the lack of harmony in point of view and sentiment relating to the war which exists in the three countries would merely render the situation more dangerous."

In Sweden the food situation, according to the newspapers that have reached this country, is becoming acute. In all parts of the country there have been food demonstrations, in which not only workmen, but soldiers, in defiance of their officers, have taken part. The reports of these demonstrations indicate that there has been little violence. The singing of the "Internationale" cheers for the Russian revolution, and demands that the Government quickly reach an understanding with England, to the end that grain and other foodstuffs may be imported, have marked practically all of the demonstrations, which in some instances have led to arrests and have been checked by the intervention of police and military forces, but without bloodshed.

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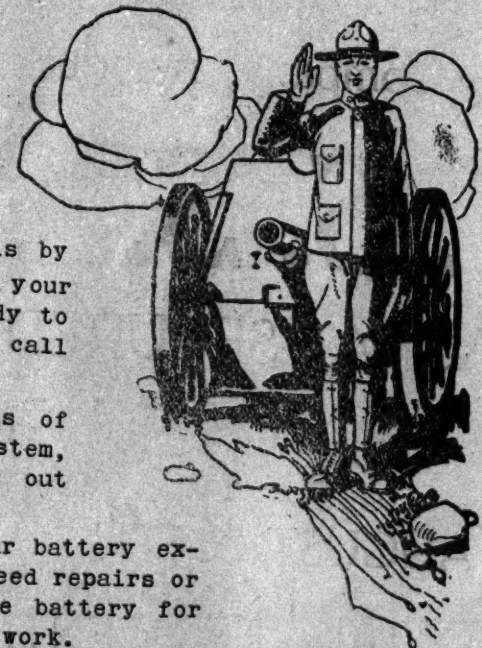
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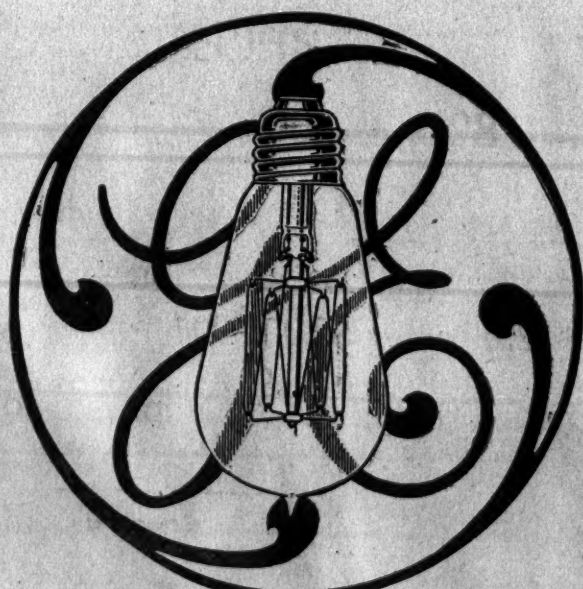
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The above phrase is axiomatic. Every woman's intuition is for the home, home surroundings, home comforts. This intuition is given greatest effect when the home is her own, not only in name, but in fact—a building planned by skilful architects to suit individual taste and local conditions. For instance, what woman in Shanghai would choose to occupy a house if the principal rooms had a northern aspect? Too often, in the rented house, has she found that climatic disadvantages have been ignored by the builders, the location of the principal rooms making them insufferably hot in summer and unbearably cold in winter.

Following is a typical specification of one of the houses we have planned and built to suit local requirements.

A detached residence, containing on the Ground-floor—a Drawing Room, Dining Room, Hall, a small Entrance Hall, Kitchen and Pantry. 1st Floor—two Bedrooms with bathrooms attached, and Stair Hall. The 2nd Floor contains two Bedrooms, a Bathroom and Boxroom.

DRAWING ROOM—18' x 15'—hardwood floor, large fire-place. Two French-windows open to a Verandah and Terrace.

DINING ROOM—18' x 21'—connects with the Drawing Room by sliding doors. It has a hardwood floor. A panel wainscot 5'6" high runs around the walls.

KITCHEN & PANTRY are supplied with the necessary cupboards, tables and sinks. The floors and wainscot are of tile. Gas is laid on.

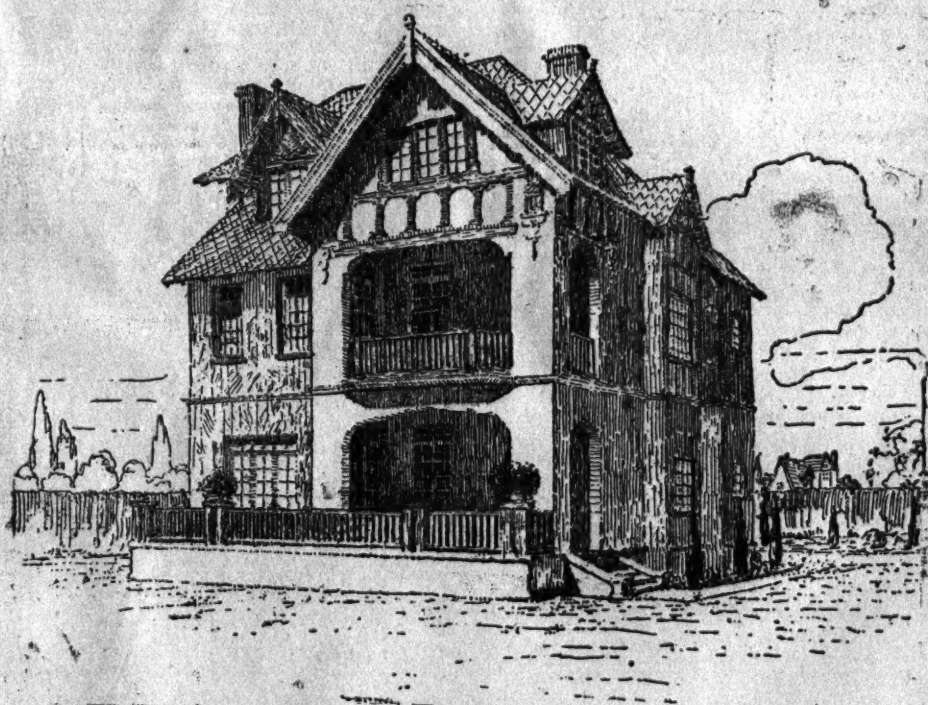
BEDROOMS—16' x 21' & 16½' x 15', have hardwood floors, full length mirror doors, cupboards, and French-windows opening out on to a Verandah 18' x 8'. The rooms are white enameled.

BEDROOMS—2nd Floor—13½' x 24½' & 14' x 20'—contain cupboards, are white enameled, and have large windows facing South.

BATHROOMS are fitted with porcelain tubs, flush closet combinations, and lavatories. The floors and walls are tiled. Gas is laid on.

SERVANTS' QUARTERS—Four boys' rooms above Kitchen may be shut off from the main house by the locking of one door.

THE LOT contains about 2½ mow, with room for tennis court, flower-beds and garage.



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If you haven't sufficient money to pay for both house and lot, we can arrange to lend you a part, to be paid back at your convenience.

We have several houses actually completed, and also many designs for all kinds of homes, any one of which may suit your needs and your pocket.

We shall be glad to talk the matter over with you

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Intercessional Services Held In Churches Yesterday

(Continued from Page 1)

Phillips, British Consul, and Messrs. A. G. Major and P. Grant Jones, Vice-Consuls, Mr. H. H. Fox, C. M. G., British Commercial Attache, was also present. Sir Havilland de Sausmarez, Judge of the British Supreme Court, and Mr. Skinner Turner, Assistant Judge, in full official attire, occupied seats at the top on the right-hand side of the main aisle. They were accompanied by Mr. A. G. Mossop, Acting Crown Advocate; Messrs. A. S. P. White-Cooper, D. McNeill and R. N. Macleod, representing the Bar Society. The Judge of the French Court also attended. The Allied Consuls present were Mr. D. Siffert, Consul General for Belgium and Senior Consul, accompanied by Mr. A. Vergruggen, Vice-Consul; Mr. A. Ariyoshi, Consul General for Japan, accompanied by Messrs. Harada and Kishi, Vice-Consuls; His Excellency V. Grosse, Consul General for Russia, accompanied by Vice-Consul Hagelstrom; Mr. Thomas Sammons, American Consul General, accompanied by Vice-Consul Schmar; Mr. J. R. Oliveira, Consul General for Portugal, accompanied by Mr. A. M. da Silva, Vice-Consul; Mr. H. Wilden, Consul General for France, accompanied by Messrs. Roy and Rhein; Mr. G. Ros, representing the Consul General for Italy; and Mr. Hugo Reiss, Consul for Brazil. Other British officials present were Major J. W. Seigne, Fleet Paymaster; C. H. Petch, R. N.; Mr. J. Bradley, British Office of Works; Lieut. Pirih, R. N. R. Messrs. R. H. Wade and C. Dick represented the Maritime Customs and Mr. C. Rousset the Chinese Post Office. The Shanghai Municipal Council was represented by Messrs. J. Johnstone and E. C. Richards, while the Chairman and the Secretary of the French Council also attended. In addition there were present the representatives of the British National Societies, the Freemasons, the Overseas Club, and the Patriotic League. The Shanghai Volunteer Corps British members attended in large numbers and contingents came from the Allied Companies, and the French Volunteer Corps. The Police were represented by Captain-Superintendent K. J. McEuen, Captain E. I. M. Barrett, and Mr. M. O. Springfield. The Fire Brigade sent a detachment under Chief Officer M. W. Pett, and detachments of Boy Scouts occupied places close to the choir. Lady de Sausmarez, Mrs. Skinner Turner, Mrs. H. Phillips, Madame Wilden, Mrs. Seigne, and Mrs. R. H. Wade, occupied seats immediately behind the Supreme Court seats.

The parade from Ewo foreshore to the Cathedral numbered 252 volunteers, headed by the band. The units represented were the Light Horse, Artillery, Engineers, Machine Gun Co., "A" Company, "B" Company, Customs Company, French Company, American Company, Japanese Company, Shanghai Scottish, Italian Co., and Staff.

chose as text verses 14-16 from II Chronicles, chapter 20, laying stress on the words, "The Battle is the Lord's."

"None will deny," he said, in part, "that the cause of Israel was the cause of God. All subsequent religious history clearly demonstrates that fact, for the religion would have gone down if the Israelites had gone down before the face of their enemy. It was not that Israel was without fault, but that on the great substantial question of the best religion they were right and the others were wrong."

"The Allies do not say we are entirely without fault, but on the great substantial question as to who is right or wrong in this war we have no doubt our cause is the cause of God. This battle is the Lord's."

"It is only with this conviction that they could hold a prayer meeting at all to pray for victory, and we come here with a clear conscience; we did not make this war, we were forced into it. It was clear that there was aggression on the part of Germany and an attempt to dominate the world. What were the proofs of this? All Germany's education for 40 years had led up to it. As you reap so must you sow. There were countless German books advocating this war under every sort of title. If the Germans were to be held blameless why have these books not been prohibited by a government which could easily do this thing? Why was it that the only country prepared for war was Germany? They say we attacked them, but preparation always leads to use, as a boy with a catapult is sure to break a window, and a nation prepared for war up to the last button is bound to take advantage of its preparation. Germany did."

"What was the meaning of the pan-German movement but one for the preparation for aggression? If the German Government were against this, why did it not stop it? As to the actual outbreak of war: why did Germany refuse Sir Edward Grey's proposition for a conference? Why was Germany at war with Russia before Austria, though it was an Austrian grievance?"

"The final proof of the excellence of the cause of the Allies is the fact that America has come in. They have had an opportunity of watching and weighing both sides. The case had been laid before them as never a case had been before. The Americans have come in on the side of humanity, religion, morality, and every precious ideal that the world holds dear today."

The mass at St. Joseph's Church was also very well attended, the members of the Portuguese Company, S. V. C., being amongst those present.

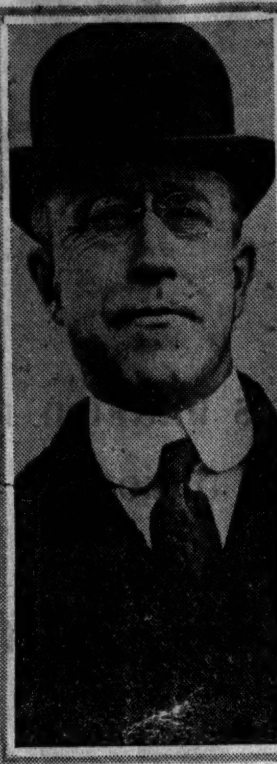
GIRLS SHAVE HEADS, TRAIN HERD TO FIGHT

Russia's 'Command Of Death' Also Sleep On Bare Boards; Rigid Discipline

Petrograd, June 21.—The "Command of Death," which is the official title of the women's regiment raised by the twice wounded girl officer Vera Butchikareff, will be reviewed today by Minister of War Kerensky. The regiment will have its first public parade on Sunday and will leave in a fortnight for the front, probably for the Minsk sector.

The Associated Press correspondent who visited the barracks in Torgvaya Street found posted at the gate a little blue-eyed sentry in a

Frederick Palmer On Gen. Pershing's Staff



FREDERICK PALMER.

Frederick Palmer, the distinguished war correspondent, has been made a member of the staff of General Pershing with the rank of major, according to news from American headquarters in Paris. Palmer will have general charge of the American Army's relations with the American press, and the staff will utilize his war-acquired knowledge. Palmer has seen the present war from practically every angle, and has had extensive experience as a correspondent in previous wars.

soldier's khaki blouse, short breeches, green forage cap, ordinary women's black stockings, and neat shoes. The sentry was Marya Skrydloff, daughter of Admiral Skrydloff, former commander of the Baltic Fleet and Minister of Marine.

Inside there were four large dormitories, the beds without bedding and strewn with heavy soldiers' overcoats. In the courtyard 300 girls were at drill, mostly between 18 and 25 years old, of good physique, and many of them pretty. They wore their hair short or had heads entirely shaved. They were drilling under the instruction of a male Sergeant of the Volynsky regiment and marched to an exaggerated goosestep.

Commander Lieut. Butchikareff explained that most of the recruits were from the higher educational academies or secondary schools, with a few peasants, factory girls, and servants. Some married women were accepted, but none who had children. The girl commander said: "We apply the rigid system of discipline of the pre-revolutionary army, rejecting the new principle of soldier self-government. Having no time to insure the girls gradually to hardships we impose a Spartan regime from the first. They sleep on boards without bed-clothes, thus immediately eliminating the weak. The smallest breach of discipline is punished by expulsion in disgrace."

"The ordinary soldier's food is furnished by the guards' equipage corps. We rise at 4 and drill daily from 7 to 11 and again from 1 to 6. The girls carry the cavalry carbine, which is five pounds lighter than the regular army rifle. On our first

parade I requested any girl whose motives were frivolous to step out. Only one did so, but later many who were unable to stand the privations left us.

"We are fully official and are already entered on the list of regiments. Uniforms and supplies are received from the Ministry of War, to which we render account and present reports. Yesterday the commander of the Petrograd military district reviewed us and expressed his satisfaction. I am convinced that we will excel the male fighters."

Asked as to the attitude of the male army, Commander Butchikareff said that only the Volynsky regiment, which led the Petrograd revolution, was really favorable. The regimental clerk is Mme. Barbara Rukovichkoff, editor of the weekly Woman and Economy and author of some admirable short stories. She said that Mme. Kerensky intended to join the regiment, not as a soldier, but as a Sister of Mercy.

HOSPITALS FOR WAR AUTOS

France Has Established Them To Keep All Machines Fit

New York, June 22.—The importance of the automobile truck as a military vehicle has been demonstrated in various phases of the war, particularly in the long-continued battle of Verdun, when a continuous stream of them flowed day and night toward the threatened city carrying food, ammunition, and reinforcements, therefore playing a most important part in the successful defense of the city. The taxicab also proved extremely useful in the battle of the Marne.

The increasing use of automobiles in war has necessitated the establishment of automobile hospitals at various points behind the French front, for with shell-torn roads, long journeys, loads far above normal capacity, and the dangers from stray enemy shells, the life of the modern military automobile is a short and a merry one. With a view to prolonging this life, the

French have developed a system of automobile hospitals in which the damaged machines are given as much care as wounded soldiers.

When a damaged automobile comes into the hospital, either dragged in by a friendly "comrade" or carried on a railroad flat car, it first goes before a board of inspection which places it in one of two categories, either to be repaired and sent back to the front or to be taken apart, its undamaged parts saved and the rest sold for junk. It has been impossible to erect sheds to house the damaged machines, and consequently they stand out in the rain and weather awaiting repairs, but the now established use of standard machines has enabled the hospitals to repair machines with great rapidity. This was impossible at the beginning of the war because large numbers of private automobiles were requisitioned by the authorities, and consequently it was seldom a part of one machine could be used to replace a damaged part of another.

The hospitals are divided into two

sections, one where the machines are repaired and the other where they are taken apart. In the latter section one sees huge piles of radiators, tires, wheels, lamps and other parts damaged beyond repair awaiting the coming of junk men who bid keenly against each other to get the refuse. Undamaged parts are ranged together in the other section of the hospital so that when a machine comes in for repair it can be sent on its way again with the least possible delay. Among these damaged machines are to be found many high-priced private cars, which, after some months carrying staff officers from one place to another, are in a sorry state. It is not unusual to patch up one of these automobiles de luxe with parts from cars of other types, anything that will fit and make the machine serviceable, so that one sees nowadays on the roads leading to the front hybrid cars of all shapes and sizes, somewhat ashamed of themselves perhaps, but all doing their share loyally in saving France from the enemy.

PREPARE FOR PEACE!

Draw a mental picture of the future, perhaps the near future.

When the great war is over—think of the thousands and thousands of technically trained men who will never return from the front.

Even now, with war the chief occupation of the world, positions paying salaries running into five figures are going begging because of a lack of trained men.

After the war, in the reconstruction period, with industry revived and competition among nations for trade keener than ever before in the world's history, there will be the greatest demand for trained men that has ever been known.

"The greatest secret of success in life is to be ready when your opportunity comes."

For twenty-five years the INTERNATIONAL CORRESPONDENCE SCHOOLS has been helping just such men as you get ready for promotion. Are you ready to step up to a higher position when your opportunity comes? Take the first step today! Mark and mail the coupon now. Detailed information regarding the course in which you are interested will be promptly sent you. It will not obligate you in the least.



In a recent investigation of 27,000 typical I.C.S. Students, two were found with annual incomes of \$50,000 (U.S. Cy.), six with \$25,000 or better, twenty with \$10,000 or better, 413 with \$5,000 or more, 2,451 with \$2,500 or more, and 14,990 with at least \$1,500 U.S. Cy. per year. At the time they enrolled the big majority of these students were engaged in unskilled occupations.



CHINA AGENCY, I. C. S.

11c Nanking Road, Shanghai.

Explain, without obligating me, how I can qualify for the position or in the subject, before which I make X.

ELECTRICAL ENGINEER Electrician Electric Wiring Electric Lighting Electric Car Running Heavy Electric Traction Electric Draftsman Electric Machine Designer Telegraphic Engineer MECHANICAL ENGINEER Mechanical Draftsman Mechanical Drawing Machine Shop Practice Boilermaker or Designer Patternmaker Toolmaker Foundry Work Blacksmith Sheet-Metal Worker AUTOMOBILES Automobile Repairing STAM ENGINEER Stationary Fireman Marine Engineer Refrigeration Engineer CIVIL ENGINEER Surveying and Mapping R. K. Constructing Bridge Engineer	Structural Draftsman Structural Engineer Municipal Engineer ARCHITECT Architectural Draftsman Contractor and Builder Building Foreman Lumberman Concrete Builder PUMPER AND STEAM FITTER Heating and Ventilation Plumbing Inspector Foreman Plumber Loconotive Running BUSINESS (Complete) Bookkeeper Stenographer and Typist Higher Accounting Certified Public Accountant COST ACCOUNTING Corporation Organization Railway Accountant Commercial Law Good English SALESMANSHIP ADVERTISING MAN Window Trimmer Show-Card Writer Outdoor Sign Painter R. K. Constructing Bridge Engineer	Elec. Sct. U. S. Coast Art. Corp. Act. P. Y. Clerk U. S. Navy TRAFFIC MANAGEMENT Cartographer ILLUSTRATOR Perspective Drawing Carpet Designer Wallpaper Designer Bookcover Designer Monument Designer Common School Subjects High School Subjects Mathematics Trigonometry TEXTILE OVERSEER BY SPT. Cotton Manufacturing Woolen Manufacturing CHEMICAL ENGINEER Analytical Chemistry ENGINE FOR MAN OR ENGINEER Coal Mining Metal Mining Metallurgist or Prospector AVIATION Aircraft Engineering AGRICULTURE Fruit Growing Vegetable Growing Live Stock and Dairying Poultry Raising Poultry Breeding
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LANGUAGES (For English Speaking People)

By I. C. S. Special

Phono Method

There are about 300 I.C.S. Courses. Those listed above are some of them.

If you do not find the particular course you want, write and ask us about it.

Name _____

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C-11

Ice Cream Soda

The ideal drink of the up-to-date person

Don't be a "Has Been" when you can be an "Is Now"

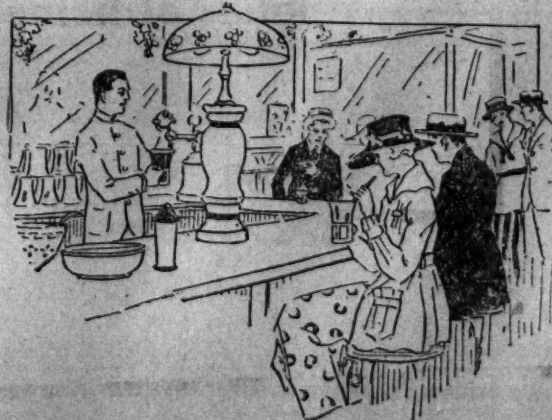
ICE CREAM SODA

IS THE DRINK OF THE MOMENT

Open Sundays. Open nights until 11 p.m.

Sullivan's Fine Candies

11 Nanking Road.



WHITEAWAY'S—THE HOUSE FOR VALUE

HERE ARE SOME SPECIALS WORTH NOTING



OUR DRESS SPECIAL
FLORAL ORGANDI.

Over 2000 yards of the prettiest and daintiest designs in various floral patterns. This week we offer them at
Our Price **30 Cents Yard.**



TARANTULLE TARANTULLE

The Perfect Cloth for Underwear.

Woven by the most expert workmen from the finest grade of cotton only, there is little wonder that the word "Tarantulle" has become world famous for its wonderful finish and wear. The cloth is as fine as silk, cool, soft and soothing to sensitive skins. It retains its coolness after repeated washing.

THREE QUALITIES

STANDARD, FINE, SUPERFINE

55 cents yard 65 cents yard
75 cents yard

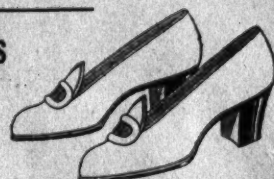


"Charm" Ribbon

A dainty soft satin ribbon suitable for any purposes. In Black, White and all standard and art shades.

Prices: 20, 25, 35, 45,
65 and 80 cts.

TWO BIG VALUES IN OUR BOOT SECTION



Ladies' White Canvas Shoe

Exact to illustration. Selected White Mercord canvas uppers, oval covered buckle, lined fine grade leather, light but serviceable pump sole, leather Cuban heel. Usually sold at \$6.00

Our Price **\$4.50 Per Pair**

Ladies' Bathroom Slippers

Good quality top in Brown Leather, leather insole and outsole with soft felt inlaid between. Comfortable, cool, yet cosy to the feet

Our Price **\$1.25 Per Pair**



THE NEW VEILINGS

Just unpacked, all the latest novelties for the coming season.
Black 60, 75, 90, \$1.00, 1.20, 1.40 yd.
White 60, 75, 90, \$1.00, 1.10 yd.
Colors 60, 80, \$1.00, 1.20 yd.



FIRST OF THE SEASON SATIN RIBBONS. THE SUNSHINE RIBBON

A rich satin ribbon with a most brilliant sheen. The Ideal for millinery or sash wear. Width 6 inches.

Shades are Brown, Saxe, Navy Sky, Gold, Emerald, Cardinal, Pink Scarlet, Peacock.
Our Price **\$1.20 per yard**

OUR "SPECIALS" FOR THIS WEEK



Ladies' "Snowwhite" Cotton Vests

Here is an example of Whiteaway value. Fine woven ribbed cotton vests, low neck, no sleeves, cool and comfy for present wear. Extra long in length and unbeaten for wash and wear, usually sold at 65 cents each. Sizes small, medium and large.

OUR PRICE

2

FOR

\$1.00

2

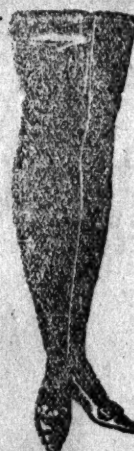
PAIR

\$1.00

Ladies' Black or White Lisle Hose

A remarkable value today at the present price of cotton. Fine elastic weave, shapely in the leg, easy fitting and hardwearing. Now is the time to lay in a stock for Autumn wear. Sizes 8 1/2, 9, 9 1/2, 10 inches.

OUR PRICE



A
Special
offer
in
Lisle
Gloves.



Ladies' Fine Grade Lisle Gloves

Fitted two dome fastener, thoroughly well made and finished in Tan, Beaver, White, Blue Grey.

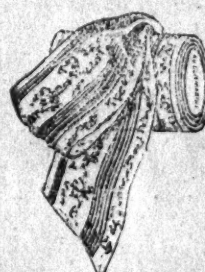
Our Price **30 Cents Pair**

First of the Season Novelty Ribbons

We are making our first show of the new season Ribbons. Many Exquisite

Floral patterns and distinct novelties in Tartans, Stripes, etc., are on show. Widths from 6 to 9 inches

Floral Designs at \$1.50, 1.90, 2.25
Black and White \$1.25, 1.50
Moire Effects \$1.50
Tartans, Stripe Effects \$2.50



New Sunshades

We have a very fine and well assorted selection of both plain and fancy shades on show now. These are specially worth your notice.

Plain Green Shades, Smart black sticks and reliable covers in stout mercette. Price **\$3.00 each**

Superior qualities at **\$4.75, 5.75 & 6.50 each**
Dainty navy shades with handle to match
Price **\$4.50 each**
Red, Navy or White Sateen Sunshades, colored sticks
Price **\$2.00 each**

Floral Sunshades from **\$2.50 to \$14.50 each**



Lissue Handkerchiefs

As soft as silk in White and a lovely range of coloured borders

OUR PRICE **\$3.85 per dozen**

Lawn Handkerchiefs.

Our biggest value in good white lawn is

\$1.00 per dozen

French Chiffon

Very rich quality silk Chiffon beautiful shadings, Black, White, Grey, Blue, Pink Navy 40 inch wide

Price **\$1.00 per yard**

Superior Quality Chiffon

Black, White, Navy, Sky, Pink Gold and grey, 46 inch wide. Price **\$1.65 yard**

Our finest quality Black White Cream and Emerald 46 inch wide Price **\$2.00 per yard**
Spot Bretonne net, in soft finish, washes excellently, 86 ins. wide. For slips or evening gowns, etc. Black, White and Cream. Price **\$1.10 per yard**



CHILDRENS' India Gause Vests

A large delivery just to hand. Can be had in low neck short sleeves or low neck no sleeves.

SIZES 1, 2, 3, 4, 5, 6, 7, 8

CHEST 18, 22, 26, 28, 30, 32, 34, 40

PRICES 75, 75, 80, 80, 85, 85, 85, 90 Cents.

Waterproof Silk Tulle

For millinery, etc. Is not affected by rain or damp. 26 inches wide. Black, White, Pink, Sky, Orange, Emerald, Grey, Navy and Myrtle. Fast Dye.

price **\$1.00 yard**

French Ninon

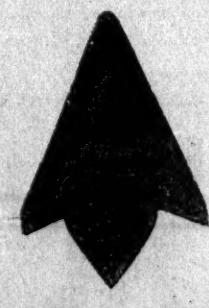
Superior quality pure silk chiffon, 42 inches wide, suitable for gowns, blouses, etc. In Black, White, Pink, Sky, Brown, Navy Saxe, Apricot, Old Rose shades, 46 ins. wide.

Price **\$1.75**

Superior Quality

Black White, Red, Mauve, Brown, Grey, Sky, Yellow, Emerald, Gold, 40 inch wide.

Price **\$2.25 yard**



Dainty Embroidered Handkerchiefs

Just unpacked. New designs in a pretty box of 6.

\$2.00 the box.

Lawn Handkerchiefs.

Ladies will find these remarkable value.

Price **\$1.25 per dozen.**

NEW DRESS GOODS LINENNE

The Material
that wears.

A stout washing dress material woven of linen and cotton to give reliable wear. We have Pink, Sky, Reseda, Saxe, Biscuit, Mauve, Nil and Grey on show. 40 inch wide

Our Price **90 cents yard**



LACE NOVELTIES FOR LADIES—ON SHOW—IN THE FANCY DEPARTMENT

"Just inside the door on the Right."

Whiteaway, Laidlaw & Co., Ltd. Shanghai

If it is smart—
it's at Whiteaway's
If it is at Whiteaway's—
it's smart.

The Eusy Store on
The Busy Corner.

BUILT ARMY ROADS IN PANAMA JUNGLE

Gen. Edwards's Farewell Order
To His Troops A Story Of
Rare Achievement

BRAVED TROPICAL TERRORS

Vast Territory Explored And
Mapped And Trails Cut
In Forest

New York, June 22.—The War Department has made public the farewell order addressed to the troops guarding the Panama Canal Zone, by Brig. Gen. C. R. Edwards, who was recently transferred from the Canal command to that of the new Northeastern Department of the Army, with headquarters in Boston.

Army officers say the order is the best story ever written of military service on the Isthmus. In other words, it is a complete story of the problem that confronted General Edwards when he took command at Panama two and one-half years ago, and the way in which General Edwards and the men under him solved that problem.

The order reads: "Under orders transferring me to another command, I must sever the associations which I have enjoyed for nearly two years and a half with the troops of the Canal Zone. During that time the command has grown from one regiment of peace strength infantry and a few companies of coast artillery to its present strength, and the garrisons have increased from one to ten. It seems a fitting time, and the best means of testifying to my appreciation of work well done and hardships cheerfully endured, to make brief record in this way of some of the material accomplishments of the troops in this period.

"The conditions faced originally were not inviting. A garrison for the Canal Zone was imperative; but preparations for its reception were few and inadequate. The coast artillery were forced into camp and cantonment on the sites of their defenses to wait and work for the completion of their quarters and their batteries. The infantry was deposited in abandoned canal construction villages, rapidly falling into decay and surrounded by steadily encroaching jungle, on the west of the canal. Whatever degree of comfort the mobile troops in general have since attained has been, in a large measure, the result of their own labor and effort. Even today the Thirty-third Infantry created last year from the Fifth and Tenth Regiments, is building itself into cantonment quarters at Gatun.

"Before the arrival of the west side garrisons, and excepting the canal roads connecting the construction towns, there was but five miles of good road available for troop use on that side of the canal. On the east side, excepting the existing Canal Zone roads, there was only a ten-mile stretch through Juan Diaz to the east outside of the city of Panama on the Pacific and none outside of Colon and Cristobal on the Atlantic Coast.

"Little knowledge of the country existed, even of the Canal Zone beyond the area immediately involved in canal construction work. Military knowledge of the areas southeast and southwest of the canal was negligible. On the Atlantic side the country east and west was terra incognita to all. Even native trails through the jungle were few and difficult. Canal medical officers advised against attempting field work involving camping outside of the canal towns because of the risk of life involved in the probable inoculation of the command with malaria.

But troops were useless on the Canal Zone if they could not leave and forest their quarters. Moreover, the problem of defending the canal was theirs to solve. Care to be exercised, but advice based on caution, had to be disregarded. Soon after my assumption of command two companies of the Tenth Infantry

camped in succession for a month each on the Tocumen River without developing a single case of malaria, and returned to their station and continued in better health than before.

"Thereafter the troops conquered the country. A defense committee of selected officers representing all arms was formed at these headquarters and a detailed program laid down. The country was divided into areas and these were assigned to organizations for exploration and study. The entire dry seasons were devoted to comprehensive progressive mapping, reconnaissance, and field work; the wet seasons to the theoretical consideration of problems based on the results of the knowledge gained. No part of the country bordering the canal was missed. No obstacle was permitted to remain insuperable. A young officer and a few men crossed the Isthmus from ocean to ocean under conditions and through country as difficult as the tropics can show. Everywhere hardships were endured, dangers encountered, heat, wet, and living tropical pests scorned, and the work continued.

"All of this was laid out and carried on with the single main object of preparing from the studies made and the data collected a complete project for the defense of the canal. It was believed that three years would be required for completion of the work. But leaving the Canal Zone now under sudden orders I have nevertheless been enabled through the efficiency with which it has been done to prepare and forward a project complete to date, and that covers, certainly in reasonable measure, every angle of the problem faced. It is my report because the responsibility for it is mine, but it is as well the expression of the professional opinion of this command, of the combined judgment of officers and men alike who have labored to this end, and this is what gives it value.

Built Eighty Miles Of Road
"In accomplishing this result and in its regular line of endeavor, this command, during the period of my control, has built eighty miles of good wagon road, with bridges, over much of which loaded trucks are now moving; it has cut in explorations over 500 miles of trail, and it has mapped or is now mapping the surrounding country for fifty miles from the canal. When this is completed we shall have permanent maps for the perfection of definite defense plans. For this object, attained in another way, the canal authorities estimated that the work completed would cost over a million dollars. Again, in construction and engineering work, taking as a basis the wage of the civilian workers in the same line on the Isthmus, the troops of the command have performed without extra compensation work that would probably have cost \$400,000 if done by other means.

"No estimate of the value of the troop labor on roads and trails outside of the garrisons is attempted, but one battalion alone explored, and selected and located gun positions in the virgin jungle and out through it some forty miles of trail, where two men can now ride abreast without difficulty. The work of this battalion but typifies the spirit and work of the entire command.

"In another way the troops here have fulfilled an important mission too often neglected. They have established the army firmly in the respect of the Panamanian population, and they have done this through forbearance, acquaintance, and exchange of courtesies, which have led to mutual understanding. The change in conditions in this respect has been noteworthy. Shortly after my arrival there was a serious riot in the City of Panama, and later another, less serious in degree only in Colon. There is record of four other disturbances resulting in wounds and deaths all due to difference in language, to lack of understanding, and the conflict of different nationalities.

A Gentleman's Agreement
"Under nothing more than a gentleman's agreement with the Panamanian authorities, provost guards were established in the two cities of Panama and Colon, and much of the credit for the results since attained is due, so far as the Americans are concerned, to the tactful and faithful performance of their duties by the members of these

guards. Since their establishment there is record of not one untoward incident.

"Today, certainly, wherever in the republic the troops have gone, the Panamanians and the soldiers are friends. The recent action of the Panamanian Government in following the United States into war against the common enemy leaves little to ask of them but opportunities for wider acquaintance with our fellows in arms.

"The work of the army in the Canal Zone has only begun. We have laid the foundation, the structure of accomplishment remains for the future. The region affords a rarely equalled field for valuable professional experience. It offers exceptional advantages as a training ground, which it is to be hoped that our Government will employ hereafter in developing the youth of the land for the defense of their country. In this defense the canal region may some day have no small part.

"I leave this command with regret; I have known none better trained in spirit and body; I have known none where loyalty was finer or more plainly evident. For this my thanks are due, and they are expressed to one and all alike. It is my hope that there may continue to be displayed the spirit of cooperation and the realization of the interdependence of all the arms, which has been so manifest during my command, and the necessity for which is so clearly shown by this station and its problems.

"And I bespeak for my successor the same devotion from his troops that has been my reward."

ANGRY GERMAN WRITER ASSAILS TEUTONS HERE

Says The Fatherland Should
Cast Out Those Who Are
Loyal To America

The Hague, June 21.—A writer in the Deutsche Tageszeitung discussing the attitude of German-Americans, remarks that it was once considered good form to admire America, but even then only in financial circles, where the Golden Calf was God. America was recommended to Germans as an example, even to the extent of suggesting the importation of skyscrapers.

"We have given ourselves great trouble," says the writer. "We have worked with exchange professors and counted on the German-Americans; and how is it now? Those who were well informed warned us. The German-American press, it is true, upheld Wilson's peace proposals and neutrality policy.

"Then he argues that experienced observers predicted that the Germans in America would become Anglicized after the entry of America, and say that ever since the declaration of war by the United States it has been evident from the meagre news received here that a complete change has taken place, and the 'honest Germans' remain silent.

The Kreiszeitung is much incensed at reports that New York German societies are even organizing regiments to fight against Germany. It asserts that people who change their politics for financial

reasons are no loss to Germany, and says it is probably for this reason that Germans have never cut much figure in America.

"If the former Germans feel themselves full-blooded Americans it is their own affair; only we must be careful to have nothing more to do with them," the article concludes.

FORTIFIED AT FORTY

There is not a woman anywhere married or single, rich or poor, above the age of forty, who is not perturbed at the thought of the next few years before her. The changing conditions of existence would alone be enough to cause a certain wistful regret, even if they passed without any suffering of mind or body. But every woman fears the miseries that often develop at this age. She fears them all the more for their uncertainty. Often the first sign is never recognized at all—a certain irritability of temper, a low-spirited depression which the patient does not attribute to its true cause until bodily suffering in the shape of backaches, feverish flushings and cruel stabbing pains give an unmistakable warning.

These sufferings are not unavoidable. During the last few years more and more evidence has been accumulating, to prove that the new, rich blood which Dr. Williams' pink pills for pale people make in place of a deficient supply is able to carry a woman in the most wonderful way through the ordeal of the 'forties' without suffering or danger. All women of middle age should take a course of Dr. Williams' pink pills; most dealers sell them, also obtainable 1 bottle for \$1.50, six for \$8. from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

FREE.—Lady readers should send a post card to the above address asking for a copy of the book, 'Plain Talks.'

Evaporated Milk

CHEAPER IN USE THAN FRESH MILK



STERILIZED DRINKING-MILK

Just like fresh milk, but better
and purer and always ready.

"The Best and Safest Milk."

OLYMPIC THEATRE

Commencing Tomorrow Night, Monday, August 6th, at 9.15

FOR A SHORT SEASON ONLY

M. S. Cowan presents

The Cameos

9 Star Artistes 9

FROM THE WORLD'S LEADING THEATRES. AN ARTISTIC COMBINATION OF
RARE EXCELLENCE

Presenting a programme that has become the craze of four continents. Justly acknowledged by Press and Public to be in every sense the most Picturesque, Artistic, Natural, Mirthful and Refined Organization touring the world.

GEMS OF MUSIC, WIT, HUMOR AND HISTORICALS

FULL CHANGE

OF MUSICAL ITEMS GUARANTEED NIGHTLY

THE CAMEOS ARE COMING!

BOOK NOW!

BOOK NOW!

Owing to Messrs. Moutrie & Co. being closed on Monday the plan for Monday evening performance will be open at Olympic Theatre from today. PHONE WEST 147.

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STOCK
JUST
RECEIVED

Multiple Batteries—for Hard Work
on Motor Cars, Motor Boats and Stationary Engines
in Hermetically sealed cases.

Moisture-Proof Dry Cells
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LEGIONARIES AGAIN WIN SPECIAL HONORS

New Decoration Awarded For
Fifth Act Of Gallantry On
The Field Calling

PALMER FOR PRESS WORK

Andrew To See General About
Uniting Medical Forces From
United States

Paris, June 24.—The American members of the Foreign Legion have received permission to spend the Fourth of July in Paris, as was done in the preceding two years upon request of the American newspaper correspondents.

It has been announced that the Foreign Legion members will receive a new decoration—the fourragere in the colors of the Military Medal ribbon—yellow and green. The fourragere is a braided cord looped around the right shoulder, and as now worn is colored the same as the War Cross ribbon of green and red. As the Military Medal is a greater honor than the War Cross, so the yellow-green fourragere is a higher distinction than the green-red one.

The Foreign Legion is the only regiment so far permitted to wear the new fourragere following the fifth army citation. Numerous regi-

ments carry green red fourragere, indicating three army citations.

Talking Again of Transfer

A further movement is on foot to try to have a score of Americans still in the Foreign Legion transferred to the American Army when it arrives, although Gen. Pershing's headquarters has announced that the only Americans to be taken from the French and British Armies will be officers, for whom demands will be made.

At the war's beginning several hundred Americans joined the legion, but many have been discharged from the army on account of wounds, sickness and other causes, and some have been transferred to different regiments or to aviation, leaving only about twenty now in the ranks. The number being so small it is felt that the United States Army should reconsider the matter and take over the entire lot.

Lieut. R. Mulhausen, formerly of the Foreign Legion but transferred to the One Hundred and Seventieth Regiment in October, 1915, has just received the third citation for bravery in the field during the Champagne attacks near Rheims. In the legion he was a comrade of Farnsworth, Chapman and Genet. The latter two afterward became aviators and were killed.

"Sergeant Ferdinand Capdevielle of New York and Eugene Jacob of Pawtucket, who also were transferred from the legion to the One Hundred and Seventieth Regiment, and Mulhausen, are the only Americans left in that regiment, and as Lieut. Sweeney has gone to the United States, Mulhausen is the only American officer now in the French Infantry.

Balsley Back in Hospital

Clyde Balsley, who was wounded by an explosive bullet in the hip during

an aerial battle last year, and who re-joined the Lafayette Squadron a few weeks ago, is back in the American Ambulance at Neuilly for an operation, an abscess having formed in the wound.

Gen. Pershing has appointed Frederick Palmer of New York a member of his staff in the intelligence department, with the rank of Major. He will have general charge of the army's relations with the American press.

A. Platt Andrew, head of the American Field Ambulance Service, will call upon Gen. Pershing at the earliest opportunity and discuss with him the possible co-ordination of that organization with the American Medical Corps, under the General's orders.

Major Grayson Murphy, Chairman of the Red Cross Commission and just appointed a member of Gen. Pershing's staff, informs The World correspondent that he sees no objection to placing the Andrew group under the same direction as the Red Cross, Relief Clearing House and medical units attached to Pershing's division.

Mr. Andrew said he would be "only too delighted" to turn over to the American high command control of the field service.

"Of course," he observed, "after two and a half years' work with the French army, we will be sorry to have our organization lose its identity and be wholly merged with the new groups arriving from America. I don't suppose that this will be necessary, however, as I feel sure that everybody concerned will want us to continue the services we have established at the French front, the motor truck service as well as ambulance. I am eager, however, to offer myself and all our organization to General Pershing's use as he sees fit."

Object To Truck Driving

Some 200 young Americans have been arriving weekly for the last

month, most of whom expected to be assigned immediately to drive ambulances at the front. On learning that the 700 American ambulances in France and Salonica would not furnish work for all the would-be drivers and that, rather than wait indefinitely, it would be better to enter the truck service, many protested, some of them rather violently, at what they considered a breach of contract.

Mr. Andrew says there is special need of men in the French transport service and by putting many of the young men to driving the trucks it was made possible for Frenchmen thus employed to return to farms and factories.

BUDAPEST DEMANDS MANHOOD SUFFRAGE

Rioting Quelled By Police At
Great Public Demonstration
For a Secret Ballot

London, June 28.—Despatches report a great demonstration in Budapest in a demand for universal, equal and secret suffrage.

Twenty-five thousand persons marched in procession through the principal streets. There was some rioting and windows were broken. The police had difficulty in dispersing the crowds.

Time For Austria To Quit The War

Else These Brave Servians Will
Make Her Regret She
Started It

Pittsburgh, June 28.—Six hundred Servian volunteers on their way to fight the Austrians in Europe passed through Pittsburgh today eager for a chance to see real fighting. In the meantime, they felt they needed practise.

So, just as their train left the yard they staged a sham battle. Signal tower "U. F." was called an Austrian fort, and the 600 volunteers fired a fusillade of real shots at the tower.

A squad of "imaginary Austrians" beat a quick retreat from the rear entrance to the tower. J. F. Myers was on the roof and could not escape. He was shot in the leg. The Servian army moved on, victorious.

ARE YOU BEING POISONED

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Many Arrests Follow Disclosure
Of German Bomb Plot—
Break Is Demanded

Christiania, June 28.—In the investigation into the German espionage system a secret wireless station has been discovered on an island outside of Arendal with a wide view of the sea. Suspicious characters have been arrested in various places in Norway and many have been deported.

In the Storting the Government

has been criticised for its lack of control over foreigners. One paper urges a diplomatic break if Germany does not make a satisfactory explanation of the bomb plot, disclosed by the arrest of Rautenfels and the seizure of large quantities of explosives which had been brought from Germany to Norway. Many Norwegians in the small coast towns who have been acting as German Consuls or agents have resigned.

It is reported that Rautenfels, who showed great nervousness during a lengthy examination by the police, will be handed over to the German authorities on Friday.

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The China Press

PUBLISHED EVERY DAY IN THE YEAR EXCEPT ON MONDAYS AND HOLIDAYS

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A Venizelos Needed In China

By Hon. T. R. Jernigan

ABOUT ten months ago the Grecian statesman Venizelos left Athens to put himself at the head of a revolutionary movement to secure for Greece a constitutional government. He has returned to Athens as the practical head of such a government. The change from autocracy to democracy means that Greece is united and no longer separated into two countries and that the people are to live under a government of their own making.

The struggle that appears to have ended so happily for Greece was caused by the arbitrary actions of ex-king Constantine who overruled the elections of the people for a parliament of their choice to install a parliament of his selection. Now Constantine has been driven from his throne and Venizelos is in Athens to expel the unconstitutional parliament.

There is no record an interview between Constantine and Venizelos in which the views on government of these two men are clearly set forth, and which should not be overlooked. In September, 1915, Venizelos waited upon King Constantine to urge that monarch to keep his treaty obligations.

The king said: "I am prepared to leave the internal affairs of Greece to the government, but in international relations I consider myself alone responsible to God for their direction." To which Venizelos replied:

"You are announcing the doctrine of the divine right of kings with which we have nothing to do in Greece. Your father was freely elected by the Greek people to be their king and you are his successor. There is no divine right in that title; it is based on the mandate of the people."

This conversation succinctly places before the reader the whole subsequent history of Greece. The theory of Constantine was that he governed by divine right when he betrayed his Serbian ally, when he overrode the Grecian people, even in their internal affairs which he professed to respect, and cancelled their elections and made his own. Certainly the people of Greece are not "responsible before God" for any of the outgrowths of the theory of divine right, and they have suffered greatly in consequence of the theory. But the theory had a short life. It did not live quite two years. It is true that a son of the ex-king occupies the throne of Greece, but the fact is no more an import of danger to parliamentary government in Greece than it is in England, for albeit a king sits on the British throne, the British parliament is still supreme.

THE example of Greece is an interesting study of the current history of the times. It teaches what one man can do for his country when his countrymen are united in purpose to destroy autocratic rule and establish representative government. The Grecian statesman could not have succeeded in restoring parliamentary government in Greece had the people been divided in counsel, nor can it be restored in China so long as Chinese statesmen refuse to meet in a patriotic and compromising spirit to serve the best interests of their country. Had there been a Venizelos in China when Yuan Shih-k'ai started on the road to the throne he would not have proceeded so far on the way, nor would he have been allowed to trifle as he did with constitutions and parliaments. The fine hand of his usurpation would have been seen and his disloyal purpose shaken before he offered prayers at the Temple of Heaven.

Since the day when the Republic was declared and the constitution promulgated there appears to have been no concert of action on the part of the public men of China, each having his followers, but China having not any. The principles essentially fundamental, and upon which the Republic must rest to be assured of permanency, have apparently been lost sight of in an unseemly scramble for office and profit. Some of the oldest and experienced foreign residents of China have informed me that there were no six years of Manchu rule which have brought more discredit on the political and financial integrity of China than the six years of the life of the Republic, and if this be true, then why is it true?

There is no sound business in writing essays on how one or more foreign nations can help China, but there would be in pointing out how China may help herself, and until China realises the importance of helping herself it is immaterial what form of government there is at Peking. The consensus of opinion is that President Li Yuan-hung is an honest man and a patriot, and that he desired and intended to perform the duties of his office in strict accordance with law. There is no evidence that he ever proposed to govern except as a constitutional President, or that he was at any time influenced by political considerations, and yet, with a man of his unimpeachable character at the head

of the government, opposition and intrigue continued a characteristic of the times at Peking.

THE first Premier of President Li's cabinet is credited with restoring the Republic after the death of Yuan Shih-k'ai, but how can the praise be deserved when he opposed the restoration of the provisional constitution which alone defined the form of government for China, and which foreign nations have recognized? How did this Premier mean to govern China without the constitution which he would have left where Yuan Shih-k'ai had placed it? He is now Premier again and has the opportunity to show his reverence for a written constitution and his devotion to the laws admitted to be still the laws of China. No man ever had a better opportunity to prove his loyalty to representative government, and if he preserves that form of government for China and gives to its machinery practical working order no one could achieve a greater good or merit higher praise. But if on the contrary the power which has come to Yuan Shih-k'ai by the force of circumstances should be used to overthrow constitutional liberty in China he will pass into history as a second Yuan Shih-k'ai since the birth of the Republic.

The people of China are instinctively democratic, but they know nothing of the forms of governments and depend for guidance upon their public men. They are entitled to just laws and an impartial administration thereof in their courts, and if patriotism and justice have not taken final leave of China, there should not be any delay in letting the outside world know that the future of the world's oldest empire is not to be shaped by any man who may have successfully managed to command the largest body-guard of armed retainers. This is no age for military dictators, and the enlightened nations of the world will not receive as equals in the great international conferences the representatives of governments propped up by bayonets.

Although battles are being fought which dwarf and belittle the warlike exploits of former ages, the tendency of modern thought is distinctly civil as impressed by the declarations of France, England and the United States. Notwithstanding the three nations named are engaged in a deadly conflict they have announced to the world that the conflict is waged to safeguard representative government for the future. They do not recognise the theory of government by divine right, but believe that the voice of the people should be the supreme law. The President of the United States clothed the idea in the most expressive and comprehensive language when he said that "the world must be made safe for democracy."

UT the world will not be safe for democracy if China is to be under the authority of a military dictator, for the area of China is large and her population bears the proportion of one fourth to that of the world. Autocratic rule over such a vast area and population will be a menacing threat to democracy, and there will be no hopeful promise of an enduring peace so long as the powerful element of threat remains. There is no page of history proving that an autocratic or military government was ever administered in the interest of the people. The concentration in the hands of the few of the governing power of a country has always tended to the oppression of the masses, for the power could not exist if the masses were allowed the liberty to say who should make their laws. No patriotic citizen will wish to write laws by the flash of the sword, and laws so written can never be executed if the people are worthy to be free.

The public men of China have themselves to blame for the situation into which the Republic has drifted. I have no patience with those whose sight is behind, but no danger to the Republic was clearer than when the representatives of the Manchu dynasty continued to occupy their palaces at the Capital, and are still occupying them. It is not meant that they should have been left without adequate support and driven across the Manchurian plains, but it is meant that their place of residence should have been changed and proper provision made for their support. Whether the dynasty cherishes the hope of being restored is not the question. There ought not to have been a foundation left to build the hope upon, but it was left in the Capital itself as if to encourage the hope. The security of the Republic demanded that every Manchu and all dynastic trappings be sent to Jehol or some other place, and with notice that the first sign of intrigue against the life of the Republic would mean death to the intriguer.

THE Hsuehchowfu Conference may be referred to as having afforded an opportunity for all who were loyal to the constitution to protest against

Besides being an author, editor, clergyman, and educator, Dr. Mathews is a member of the National Security League's committee organized to spread throughout the United States information on the causes of our war with Germany. The committee was formed because of a prevalent belief that many Americans were unfamiliar with the extent of our grievances and the reasons why war could not be avoided. Dr. Mathews is known as a student of international politics. In 1915 he and Dr. E. L. Gulick went to Japan as representatives of the churches of the United States.

By Dr. Shailer Mathews

(Dean of the University of Chicago)

IF America needs to be told why it is at war, its ignorance is to its credit. A nation that has tried to live like a gentleman among nations has naturally found it difficult to believe that all nations are not moved by respect for the customs and the laws which codify gentlemanly relations between nations.

We have at time overpassed our virtues and purposes, and in consequence for the last generation we have listened with a rather amused tolerance to successive proclamations of the Kaiser and the loudness of Germany by subsidised mouthpieces. After war broke out in 1914 for two years we struggled to treat Germany and its agents as we expected other nations to treat ourselves. Our attitude might have characterized the Good Samaritan if he had come upon the robbers holding up the traveler, and scolded himself to believe that the whole affair was exaggerated. We simply could not realize the German attitude of mind. Accustomed as many of us had been to interpret the inner life of Germany, we could not believe that men like Bismarck, Harnack, Herrmann, and Teismann could freely and without reserve lend themselves to the defense of that which was unworthy of their words as we had understood them.

Against our will we have been disillusioned. We have not gone into war; we have had war thrust upon us. A chain of circumstances over which we have had no control has brought home to the Americans, anxious to maintain their faith in Germany, the conviction that America's sovereignty was being outraged, its people killed, its institutions deliberately attacked, and its institutions, rounded in sacrifice and offered to the world, not only despoiled but in danger of destruction. Germany has forced America, as it has forced almost the entire world, to defend itself by arms. Nobody but those suffering from myopic idealism or un-American, if not definitely pro-German, sympathies can see anything else. Some of us have suffered when the scales have fallen from our eyes, but the scales have fallen—out away by facts. At last we see clearly. We have not been drawn into the war by capitalism, or by commercialism, or by national policy. For months we have been living in a state of war, deliberately planned by a nation whose leaders for ten years have been preparing some day to fight America and who have counted our good nature as cowardice, our unpreparedness as a lack of national self-respect.

Here are the facts:

We are fighting this war, in the first place, because Germany made war upon us. For years she has sought to build up in America a community more loyal to herself than to the United States. Money has been lavishly spent in Germanistic societies, alliances, and associations to win the admiration and loyalty of American citizens. Our universities have been flattered, our professors have been honored for this reason. Praise of the Kaiser has been inserted even in the spelling books of our public school system. Spies have been everywhere.

When the war came in 1914 German officials, many of them in high diplomatic positions, treated the United States, a neutral nation, as if it was threatening assembly. The subjects reported to have been discussed could not have been congenial to the truly loyal, and yet the sessions of the conference were in no way disturbed, and the rough but frank old soldier, Chang Hsun, was left in peace and under the belief that he was the monarch of all he surveyed. There was no member who ventured to proclaim against an assembly of concealed motives and the proceedings of which were known only to those present, and are still unknown to the public.

The unfortunate friction between the President and the Premier was also a discordant note in the administration of the government which has resulted in a serious condition. The ambition for power, which all along has characterized the action of the Premier, would bear no rival and emboldened a cabinet official to think that all functions of the government were centered in himself. Here was a departure in political science, without precedent or justification, and which dangerously confronts the Republic with military rule. The Premier's effort can be successfully charged with responsibility for the present deplorable status of the Republic.

From the adjournment of the Hsuehchowfu conference to the meeting of many of the Tientsin at Tientsin, it is familiar history that the constitutional administration of the government was not orderly. Parliament would not be dictated to by the Premier nor did the President and the Premier

Why America Is At War, In Plain Words

In Self-Defense, Since Germany Forced The Fight; To Preserve Democratic Principles, Which Germany Threatens Everywhere

were an enemy. Pro-German publications were founded and subsidized, strikes were organized, manufacturing plants were blown up, plots against nations with whom we had treaty relations were formed within our borders, bombs were placed on ships in our ports. Hatred of America was systematically disseminated through Germany and efforts were made to involve us in trouble with Japan and Mexico.

In reply to our repeated protests against these and other acts of Germany, to be mentioned presently, we have received promises and explanations which were little less than insults. The treaty that had existed almost the entire life of the American Republic was set at naught and efforts were made to coerce us into favorable modifications of its terms.

The right of trade with belligerents, which Germany had always claimed, even to the benefit of our enemy in the war with Spain, and which at Germany's own insistence is universally recognised in international law, was treated as the violation of our neutrality and alliance with her enemies. And, finally, the proclamation of unrestricted destruction of neutral ships upon the high seas was a notification to the United States that it was no longer a sovereign people, but that if it would sail the seas in safety it must conform to conditions set by a power that defied international law, humanity, and elemental morality.

In the second place, we are defending ourselves against Germany because the German State has entered upon a program which means the destruction of democratic institutions.

The Prussianisation of Germany means that the policy of Prussia to carry on economic and political expansion by war is to be extended throughout the entire world. We recognize that there were once, and we dare believe even now that there are, two Germanys, one liberal and the other an autocracy based on militarism. The struggle between these two forces since 1815 has been a steady subjugation of liberalism in Prussia and the other German States to the will of a Prussian feudal nobility. Representative and responsible government in any true sense of the word has been fought by Prussian leaders relentlessly. Education has been made a creature of autocracy and a source of international hatred.

The same fate has met every land Prussianism has touched. Austria was beaten into submission in 1866, and all the other German States were made practically subject to the will of the Hohenzollerns between that date and 1870. France was robbed of Alsace and Lorraine, and the Balkan States were kept in perennial war in the interests of German expansion. Bohemia and Poland have been treated with the same disregard of popular rights as has been Alsace-Lorraine. Turkey became a vassal of the Kaiser. A great militaristic, anti-democratic State like Southern Germany, subservient to Prussia, has been started and all but built from the Baltic to the Persian Gulf. Great Britain was malignantly and threatened with destruction. South America was in part colonized by Germans, and the Monroe Doctrine was repeatedly threatened.

The highest authorities in Japan have repeatedly said that German intrigues were endeavoring to bring about misunderstanding, if not war, between Japan and the United States. As far back as 1908 representative Germans frankly said that Germany would have to fight America because it was Germany's commercial rival. In Samoa and the Philippines German interference twice at least brought us to the verge of war. Had it not been for Great Britain, which has always recognized American policy in the Western Hemisphere and submitted disputes to arbitration, German arrogance and ambition would have a year ago brought on the crisis.

With the commercial expansion of European nations the United States has no quarrel. If, however, such work together in harmony. All know that the President merely insisted that the several departments of the government perform their respective functions within constitutional limits, and the constitution conferred no right upon the Premier to make laws or to execute them, a fact which he seemingly ignored and which caused his dismissal.

The dismissal from office of Premier Tuan is not the real reason why so many Tientsins met together at Tientsin and brought with them their armed retainers. The show of force thus made could not be warranted by any exigency in public affairs. The government had no army it could rely upon, and if it had, there was no evidence whatever of a belligerent tendency on the part of the President or of Parliament. The show of force was intended to cover the government, and it succeeded. The demand was made of the President that he dissolve the Parliament, and upon his refusal, because in violation of the constitution, he was compelled to sign the order of the dissolution by the flash of Chang Hsun's sword.

AND now with the President in actual duress and the Parliament dissolved, the next move, by the Tientsins at Tientsin, discloses why they had gone there in opposition to the organic law of their country which each had sworn to support. The going to Peking by Chang Hsun was but a feeler. The Tientsins knew that the old general was pronounced in his loyalty to the

expansion is based, guarded, and enforced by the threat of war, the United States can see the machinations of men who are desirous of expansion at the expense of the rights of other nations.

Since the outbreak of the European war, the ruthlessness of this German hostility to other nations, and particularly to those that have regard for international law and really representative government, is apparent. We have seen treaties disregarded whenever they stood in the way of German militaristic plans. We have seen conquered States treated with a brutality worthy of Assyria. We have seen a policy of terrorism applied systematically in the abuse of prisoners, the massacring and deportation of civilian populations, the indescribable abuse of women and children, the destruction of noblest works of art, the devastation of abandoned regions, the wholesale execution of Poles, Bohemians, and Servians; the incitement of Mohammedans to a holy war, and the permission of an attempted extermination of the Christian people of Armenia.

We have seen hospital ships sunk, unfortified towns bombed and bombarded. We have seen a medal struck in honor of the sinking of the Lusitania. Up to the date on which we finally recognized that Germany was waging war upon us we had seen 225 American citizens, among them many women and children, killed by German submarines. Altogether, on April 1, 1917, we had seen no fewer than 668 neutral ships sunk by submarine warfare.

We saw Germany precipitating this world war, in which she has used poison and fire, as a part of her official policy at a moment when in the opinion of her leaders she judged the rest of the world to be unready to defend itself against an attack for which Germany had been preparing for forty years.

This plain catalogue of facts makes it evident why America is fighting to defend itself and democracy. We have entered the war primarily in self-defense. To have done anything less would have been to surrender our sovereignty and to have waited passively until the German program had been so far carried out and the truly modern nations of Europe so weakened that we in our unpreparedness would have been forced to fight a rapacious, conscienceless military autocracy, whose ends in war are avowedly indemnities, aggrandizement, and the control of the world. Our alignment inevitably was with and for democracy.

An epoch of civilization hangs in the balance. Not to have co-operated with a world that is endeavoring to protect itself and its future from Germany with its militaristic autocracy, its terrorism, and its disregard of international law, that noblest product of civilization, would have been a bid for suicide.

We do not fight for aggrandizement, or indemnity, or the forcible imposition of our institutions upon any country; we fight for self-protection. We do not fight to further British ambitions or French schemes of colonization. We are fighting for the institutions which with varying degrees have spread from America all over the world except Germany, Austria-Hungary, Turkey, and Bulgaria.

Our success will make it possible, we believe, not only for our children and our children's children to enjoy peace, but for German liberalism to master the forces which for nearly a century have been its oppressor.

The American Revolution preserved in America and in England the liberty that goes with independence. Our civil war assured the future of democratic institutions in our united nation. The present war is not born of our independence, but of our interdependence among those nations who have dedicated themselves to the task of seeing that government of the people, by the people, and for the people shall not perish from the earth.

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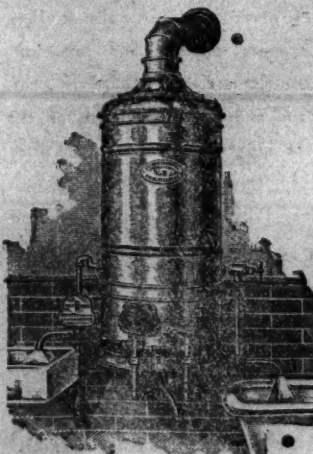
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(Continued on Page 11)

Bringing Up Father



Love, Home and Table Topics
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Daily Home Magazine Page

A Good Page to Read in the
Leisure Hour

Bill Artus And The Bull

There is nothing that the average New-Yorker more thoroughly enjoys than a bull loose in the traffic-blocked streets. Oh, yes, it happens now and then when a careless cowboy who is herding them across the town loses control of one of the frisky ones. In fact, it happened the other day, right in the Tenderloin district, and at high noon when the streets were filled with shoppers and lunchers. This is the way The Sun tells the story of the animal's efforts to tango in Fifth Avenue:

A Texas bull got scared and threw itself into high yesterday around the noon hour, and before the most nimble of traffic cops could twist the bull's tail all the way back to neutral the bull had catalysed itself through the Tenderloin and finally northward along half a mile of Fifth Avenue. All that the traffic cops could do was to swing the cross-street "Stop!" signs at the bull—and the signs were all painted red. The bull, which had just arrived from Texas, started its wild career from a pen in Eleventh Avenue just below Fortieth Street. A big tobacco sign-board annoyed it, and with a lunge and a leap it landed out on the Eleventh Avenue pavement. The real bull soon discovered his mistake, and all might have been well except that a flivver arrived at the same time. As no self-respecting flivver ever gives way to a bull, the chauffeur honked for the right of way. It began then. The bull sidestepped, and it is right here that Bill Artus enters into this history. The Sun says:

Bill Artus and the bull arrived in the middle of Eighth Avenue and Forty-eighth Street simultaneously. It was Bill Artus to whom finally came the honor—far from Eighth Avenue and Forty-eighth Street—of throwing the bull. Bill is a cop, a new one just out of training-school and now attached to the West Forty-seventh Street station where each day he devotes his time to learning at least one new thing about practical copping. Yesterday he learned a lot.

As the bull came up Eighth Avenue toward Bill the brand new cop reached for his hand-book of police regulations and was turning to the B page to look up the regulations and procedure concerning bulls when the bull arrived in Bill's immediate vicinity and snorted everything. The bull seemed intent upon following a given line, so Bill stepped aside. And far down the avenue the street was entirely clear-

ing, and northward from Bill and the bull it was clearing rapidly.

Therefore the bull decided to clear out West Forty-eighth Street by the simple process of heading east through that ordinarily peaceful thoroughfare. Three and four-fifths seconds later a lot of noontide Broadway promenaders did a double-bunk up the facades of the buildings, with half a dozen of the Tenderloin's most prominent second-story men first to reach the sky-line.

Instead of heading south into the lunch-hour coat-makers, the fool bull skidded north when it slammed into Fifth Avenue at Forty-eighth Street. Several persons happened to be on the sidewalks and pavement to be on the instant the bull arrived. Policeman Con Carney—naturally known to Arthur Woods and the folks at home as Chile—of Traffic C. threw the "Stop" sign on the bull, the "Stop" sign being the red side of the traffic semaphore. Chile Con Carney's act had no more effect upon the bull than if Chile had kicked the bull at the corner of Forty-eighth Street right out on Fifth Avenue.

Every little thing now seemed to be in favor of the bull making an unimpeded run to the Harlem River. But suddenly there flashed into the Avenue, scarcely a block behind the animal, brave Bill Artus, the new cop, who was supposed to be out of the running. Far from it. Bill had—but let The Sun tell it:

Up the Avenue, just behind the bull's wake, a deep-chested touring-car, which had swung into the avenue from West Forty-eighth Street, came onward with a roar. Beside the chauffeur whose heart wasn't in his work, was Training-School Cop Bill Artus. Bill had commandeered the touring-car.

Chile Con Carney had jumped aboard at Forty-eighth Street, a summons for the bull waving from his hand. At Forty-ninth Street,

Owne McMahon also boarded the car. And thereafter, from Forty-ninth Street to Fifty-ninth Street, Bill, and Owne, and Chile Con Carney threw the rope to throw the bull again, and again, and again.

The cops had an eye for distance, but their direction was bad, slices and pulls being about even. But their work as a whole was not altogether fruitless, their bag for the half mile, so an inventory showed later, including a new spring bonnet surmounted by an egregious egret, two tall-lamps, one well-known man about town, three fire-plugs, and fourteen flivver cars, with top self-starters, wind-shields, and lamps complete.

The bull by this time was plainly running on low. A hot pace and hysteria had done their worst, what with the run from the river and the constantly recurring red in all the British flags, the reds in the French flags, the reds of the Stars and Stripes, and the reds of the "Stop!" signs. In front of the subway-contractors' shack at the park plaza stood somebody named Giuseppe waving a red flag against the fring of a subway blast.

Thereupon, the bull decided that too much was plenty. Lying low on his anatomy to give force to his lunge, the bull shot at the red flag. Giuseppe—he remained only long enough to leave his first name—started immediately for Riverhead, L. I., to visit relatives over the week-end, just as the bull came on.

The bull missed the flag but landed squarely against the doors of the subway-construction shanty. On the rebound the bull landed astride a steel beam propped up along the curb. Forward jumped an expert and roped the bull—none other than Bill Artus.

Before the bull could get the beam out of its teeth and everything, Bill Artus had tied the bull outside. And back from the roofs, and from Harlem and University Heights, and Yorkville, and East and West Sides came the Fifth Avenue strollers cautiously, all arriving in time to see the S. P. C. A. ambulance take the bull away.

A Venizelos Needed In China

(Continued from Page 10)

President Li was administering his office strictly within constitutional limits and the Parliament was occupied in framing a permanent organic law, not a law that any succeeding Parliament could repeal, but a law that was to be repealed only by the action of the people and which was to be the

Government of China, fixing its form and prescribing its powers.

The Tutchens held their commissions from the President whose prerogatives they assumed to exercise. The name of Li Yuan-hung was on their commissions confirmed by mandates properly issued, and they had been appointed Tutchens of their respective provinces to govern therein according to law. They were legally bound to remain in their provinces, or to resign their commissions before lighting the campfires of their soldiers within sight of Peking, and for no other reason than to overawe the President and the Parliament of China. Their resignations would at least have imparted to their conduct a certain degree of decency, but the stigma of disloyalty would not have been removed.

THE plain spoken and straight forward old soldier, Chang Hsun, was approved by the Tutchens as a mediator, and went to Peking with an armed body-guard of four thousand soldiers. This was the principal overt act which led directly to the comedy and tragedy so seriously imperilling the existence of the Republic. The curtain is too thin longer to conceal why General Chang was selected as the mediator between the government and the assembled Tutchens. It was a dense ignorance not to have known that the general was a man who did not do things by halves, and such was the character needed to feel the pulse of the Government. But Chang Hsun was loyal to what he professed and acted as he thought, a favorable opportunity he immediately put the young Emperor on the throne of his ancestors. He did it innocently to the belief, as stated by himself that he would be crowned by his Northern colleagues in peace. The sentiment in favor of excluding the Manchu dynasty doubtless had many influential supporters, but when the hour came and General Chang became seated in the front line, he soon realized that he stood alone, and doubtless was not so easily smothered beneath the throne. The

silent plotters, wherever they were, kept silent, and the really admirable actor in the silly comedy is made the scapegoat. It all ended by Tuan Chi-jui marching into Peking at the head of fifty thousand soldiers and taking charge of the government. The blame for the disrupting influence at work may be generally distributed. Had Premier Tuan been more conciliatory the rupture between President Li and himself might have been avoided, and if any blame can attach to the President it would be because of his temporizing policy which history teaches has seldom proved effective in emergencies of States. The severance of diplomatic relations with Germany enjoined upon Parliament the logical declaration of war, and its neglect to consistently declare war against Germany is rightly charged as a main cause for the disorganization and trouble afflicting China. Had war been declared there is every reason to believe that the government would have continued constitutionally organized. There is not sufficient conviction in the argument that war was not declared because an attempt was made to compel Parliament to vote for the declaration. The dignity and independence of a Parliament is not enhanced by an admission that it may be compelled at all. That shield or defense is too open and will not avail the members who would take shelter behind it. If a member of a Parliament is to be frightened away from a public duty or fail in discharging it because of

intimidations or threats he had better not be re-elected.

AVENIZELLOS in China at this time would probably invite the leaders of the political parties to meet together to consider the ways and means of preserving the Republic and framing a permanent Constitution in order that hereafter all would know the central power for the source of laws and their administration. Chang Hsun was right when he said that it was not one of the provinces of a parliament to frame a Constitution, because Parliament was an equal and coordinate branch of government, and that no one department ought to make the organic law which was to define, enlarge and limit the powers of the other equal and coordinate branches. This old General soundly contended that the permanent Constitution should be framed by a convention composed of delegates chosen by the provinces for that special purpose, the people of each province being properly represented by delegates of their choice.

The constitution of the United States was framed by a convention composed of delegates from the different States, and not by Congress. A convention called for such a purpose and so composed possesses greater power than a Congress or a Parliament. It represents more directly the will of the people. But the people of the United States held fast to their articles of Confederation, their Provisional Constitution, until their permanent organic law had been written, ratified and thereby made effective.

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Don't give baby solid food until he is a year old, and then only in very small quantities and easily digested forms.
Don't be sparing with drinking water; plenty of water helps to keep the bowels in good condition.
Don't, in preparing baby's food, blow on it for the purpose of cooling it.

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AIMS TO WIPE OUT NEUTRALS' TRADE WITH GERMANY

Entente Hopes America Will
Join In Forcing Compliance
Through Embargo

WOULD COMPEL A CHOICE

Plan Contemplates Granting
New Privileges If Neutrals
Stop Selling To foe

Washington, June 28.—The prevention of all trade between Germany and neutral countries contiguous to her is the aim of the Entente Governments. The policy of the United States has not yet been announced, and it was stated by an authority today that the details of America's administration of the legislation empowering the President to regulate all exports had not been finally decided upon. The expectation is that in broad outline the measures to be taken will be as follows:

1. Exports of foodstuffs to Holland, Scandinavia, and Switzerland to be limited to absolute necessities supplemental to their home production for the maintenance of those countries.

2. Denial to them of pig iron, sulphur, and other commodities in which or in whose derivatives those countries have been trading with Germany.

3. Restriction of trading privileges of the neutral countries with the Allies unless such neutral countries purchase all the supplies they need from the Allies, instead of urging the necessity of having to exchange foodstuffs with Germany for coal and other supplies.

Pig iron bought by Sweden in America was declared by an authority today to have been intended for re-export to Germany, and the Scandinavian countries, it was alleged, had been buying sulphur in the United States to enable them to sell sulphite and sulphite pulp to Germany.

The neutral countries were also charged with gross misrepresentation of their needs and of flagrant manipulation of figures in attempts to justify their commerce with Germany, and at the same time to assure to themselves the continuance of their trade with the United States. An example cited was the recent statement containing a threat by a member of the Dutch Government. He asserted that if America cut off fodder used for feeding Dutch cattle, Holland would have to dispose of its cattle "eastward," meaning to Germany. An allied diplomat remarked today that this Dutch Minister's further assertion that Holland possessed 15 per cent more cattle now than at the beginning of the war proved that the Netherlands were obtaining more fodder than the country needed, and had thus been able, despite the large quantity of cattle killed for food and already sold to Germany, to increase live stock vastly by obtaining from the United States more fodder than was actually needed.

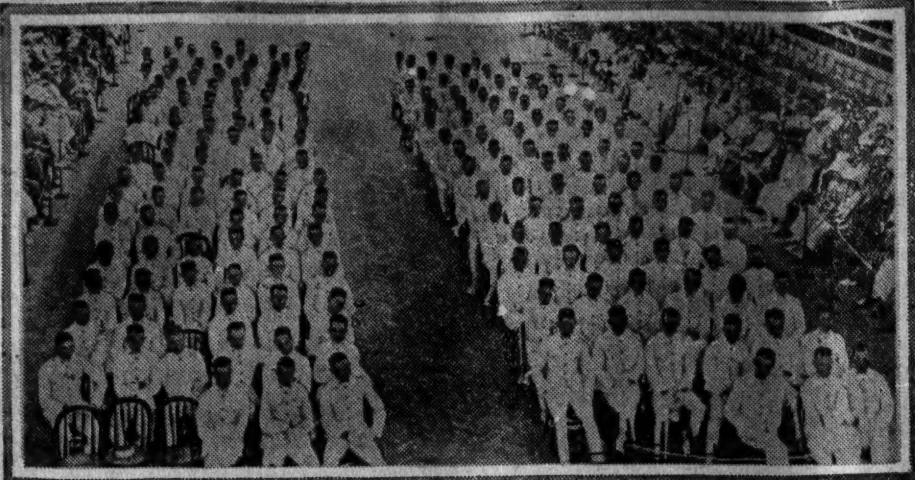
The Entente Governments have considered thoroughly all phases of the rationing question. These include the possibility of danger of England's importations, from Holland and Denmark especially, and of the effects upon the neutrals' policies affecting Germany and the Allies. There would be great dissatisfaction in the neutral countries which court the ideal of earning tremendous profits from the necessities of the belligerents of both groups, and view the probabilities from the light of their own selfish interests, without regard for the advantages or disadvantages to the warring powers.

Choice Set Before Neutrals

The conclusion has been reached that, inasmuch as the neutrals' trade with the Allied nations and with the United States, besides being indispensable, is of inestimably more value to them, they would not long hesitate between one of two courses: First, to be shut off entirely from the privilege of trading with the United States and the Allies; and, second, to give up their commerce with the Central Empires.

Earlier in the war the genuine fear was entertained in the neutral countries that Germany would retaliate upon them in a military way if they unduly restricted their trade with her. Nevertheless, the restrictions were necessary because of the British blockade, which limited the imports into neutral Europe, and Germany drove the best bargain possible in order to obtain from Holland, Switzerland, and Scandinavia not only supplies of their own

Annapolis Graduation Gives New Officers To Navy



ANNAPOLIS GRADUATING CLASS.

Almost a whole year in advance, the graduating class at the United States Naval Academy at Annapolis has been commissioned and will add materially to our supply of naval officers. The picture shows the graduation class at the graduation ceremonies in the big hall at Annapolis. The ceremonies this year were devoid of the usual color of such events.

production, but commodities imported from America, which were re-exported to Germany clandestinely.

Now it is the belief of the Entente Governments that Germany could not, even if she desired, divert armies for the invasion of Holland and Denmark, whose frontiers join hers. Even should some catastrophe occur which would make possible such invasion the danger in reality would be to Germany and not to the countries threatened or to the Allies, as either Holland or Denmark would resist the invasion and doubtless furnish to the Allies a pass to Germany's flank and rear for land operations and naval bases for Allied fleets.

It is asserted that the Entente and the United States are under no moral obligation to contribute to the enrichment of the neutral countries, which in their trade with Germany are contributing to the prolongation of the war, and therefore would be wholly justified in withholding from those neutrals the enjoyment of the resources and facilities of the countries at war with Germany, if they continue to assist that nation.

Germany is declared to be suffering acutely from privations, but it is said that starvation conditions do not yet actually prevail, although

they are threatened, and would be brought rapidly into existence if the neutral countries should stop supplying her with foodstuffs. She would also be crippled in the production of war supplies if the neutrals should refrain from selling to her materials needed in their manufacture.

No compulsion, according to the correspondent's informant, is contemplated against any neutral nation, but all will have to make their choice of belligerents with whom to trade—the Central Powers or the Entente Allies and America—if the measures favored by the Entente Governments are adopted by the United States. It is not expected that there will be any immediate compliance with the wishes of the Allies by the neutral Governments, but after the neutral Governments have experienced the inconvenience and disadvantage of being restricted to the absolute necessities required to supplement home production, with the attendant suspension of all foreign commerce and the danger of popular risings carrying the possibility of the overthrow of dynasties and the establishment of republics, it is believed that they will obey the instinct of self-preservation and

finally suspend commerce with Germany.

Britain Asks For An Embargo

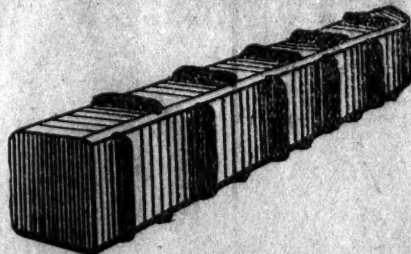
London, June 28.—Reuters, Limited, understands that Great Britain has requested the United States to adopt similar measures to those taken by the other Allies to prevent neutral countries contiguous to the Central Powers from importing anything beyond their own needs, so that little or nothing can be sent into the enemy countries.

A formal reply has yet been received, but there is assurance that favorable consideration has been given to the proposition, pending the perfecting of the machinery for making the proposed measures effective.

Berne, June 28.—In the course of the debate in the National Council today, Dr. Spahn strongly criticised the newspapers for printing what he declared were false reports concerning Swiss exportations to the Central Powers. As an instance, Dr. Spahn said, the newspapers had reported that sixty carloads of American wheat had been exported to Germany, a statement in which there was not a word of truth.

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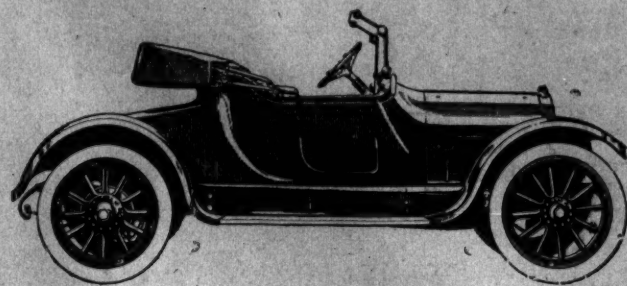
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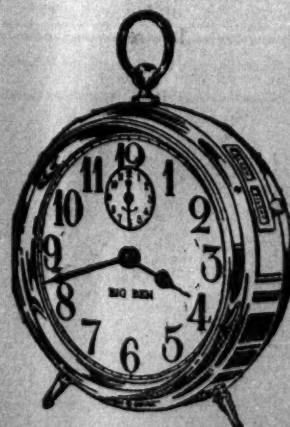
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EACH STAFF CAN ATTEND 2,000 PATIENTS IN A CRISIS

Vice Admiral Sims Denies Report That One Of His Destroyers Sank a Submarine—U. S. Sailors Happy Under Fine Care

British Headquarters in France, June 22.—With little ceremony, so as to escape practically all but official attention, American doctors, nurses and enlisted men within the last fortnight have taken over six of the British great general field hospitals, releasing the English staffs for duty near their front.

American surgeons rendered valuable aid in the forward casualty clearing stations during the Battle of Messines. This has been the quickest organized aid the United States has given British arms in France and has been greatly appreciated.

The Americans have been much impressed by the cordiality of their welcome, as well as by the thoroughness and effectiveness of the British hospital system. So smoothly have the transfers been made that the Americans have taken up their new work without even a moment's upset in the routine of the various hospitals.

The Stars and Stripes fly with the British Union Jack from each hospital flagstaff, the two ensigns fluttering side by side in the cool breezes that sweep in from the sea.

Models Of Field Comfort

Some of the general hospitals are made up of tented wards accommodating forty to sixty beds each. Others are constructed of a series of huts. Both styles are models of field comfort and convenience. The operating theaters are splendidly built and seem to lack nothing in the way of modern surgical equipment.

Originally planned for 1,040 beds each, the general hospitals have been enlarged to 1,400 beds, and during a crisis can accommodate 2,000 patients. The units which have taken over the various hospitals were organized by the American Red Cross as "United States Base Hospitals," and with the declaration of war these staffs were turned over to the regular army for service as required.

Each unit has brought an organization director who was a surgeon in civil practice but now is a Major in the United States Reserve. The commanding officer in each unit is a Regular American Army surgeon, while the subordinate members of the staffs are Regular Army surgeons and doctors commissioned from civil life.

The nurses are all graduates of well-known training schools and will probably be supplemented soon by women volunteers such as are now attached to the various British staffs. Non-commissioned orderlies and privates were practically all taken from civil life. The entire hospital forces have settled into their new work with marked efficiency and enthusiasm.

The first of the American units to reach France was known as United States Base Hospital No. 4 and was organized in Cleveland by Dr. George W. Crile, with Major Gilechrist of the United States Army as commanding officer. This unit has taken over British General Hospital No. 9, "somewhere in France."

Personnel Of Hospital Staffs

United States Base Hospital No. 5, organized at Harvard University by Dr. Harvey Cushing, with Major R. U. Patterson as commanding officer, has taken over British General Hospital No. 11.

United States Base Hospital No. 2, from the Presbyterian Hospital, New York, organized by Dr. George Brewer, with Major Lucius P. Hopewood commanding, has taken over British General Hospital No. 1.

United States Base Hospital No. 21, organized in St. Louis by Dr. Frederick Murphy, with Major James D. Fife commanding, has taken over British General Hospital No. 12.

United States Base Hospital No. 10, organized in Philadelphia, largely in the University of Pennsylvania by Dr. Richard Harte, with Major M. A. Delaney commanding, has taken over British General Hospital No. 16.

United States Base Hospital No. 12, organized in Chicago by Dr. Frederick Basley, with Major C. C. Collins commanding, has taken over British General Hospital No. 18, all being "somewhere in France."

Each American hospital staff has also organized a mobile unit for service in the casualty clearing stations just back of the firing lines for emergency work during the first days of great battles. American doctors and nurses have already acquired the tea habit, which they enjoy every afternoon with the convalescent wounded.

OUR GUNNERS LAND 2 SHELLS ON U-BOAT

Captain Of Steamer Says Submarine Was Hit Just As She Was Submerging

CONNING TOWER SMASHED

Seen To Fall Into Water As Second Shot Hits The Bow Squarely

New York, June 24.—Details of another U-boat attack successfully ward off and damage done to the enemy's warcraft in return were told yesterday by the Captain and officers of an American steamship, which arrived yesterday at an Atlantic port from Italy.

"We left port on June 5," the Captain said, "after receiving information from the Italian Admiral in charge that the bay was clear of submarines and mines. The shipping had been held in port for two days because three steamships had been torpedoed less than thirty miles off the entrance and two small coasting vessels were blown up by mines, which, it was believed by the naval authorities, had been dropped the previous night by the submarines.

"About 1.30 of the afternoon of the sixth, when the ship was about 150 miles out in the Mediterranean," the Captain added, "the lookout at the foremast head sung out, 'Submarine coming up on starboard beam half a mile away.'"

"I was standing with the chief officer on the port side of the bridge when I heard the hail from aloft and immediately rushed over to the starboard side. The submarine which was about 250 feet long, was showing about six feet of her hull above the water, and was not more than 700 yards away. We swung to port, and as the stern of our ship came around toward the U-boat, a torpedo flashed across the bow, quickly followed by a shot from the enemy's big bow gun, which passed harmlessly over our quarter.

"In the meantime our naval crew of eleven men, in charge of a chief gunner's mate, had got busy and sent a shell in reply from the six-inch stern gun, which went over the submarine and struck the water with a loud explosion a few feet away. It did not appear to have injured any of her crew.

"Seeing that we had heavier metal, the commander of the U-boat decided to submerge, and his craft was nearly under water when our gunners got the range and fired a second shell which was a fair hit. This shot struck the periscope and part of the upper section of the conning tower, knocking them both off into the sea. She continued to go down and the gunners placed a third shot right on the spot where the water was marked by ripples and small pieces of debris wood, wool, battens, etc."

The Captain said that he did not see anything further of the submarine, and a few minutes later a fast French light cruiser steamed up and asked if he needed any assistance.

The Captain asserted that the U-

boats were very active now in the Mediterranean. It was said by the Italian naval authorities that the submarines were being constructed in Germany and sent overland by train to the Austrian naval base at Pola, where they were put together and started out into the Adriatic with Austrian sailors, commanded by German officers.

Reports Sinking To Navy

Washington June 23.—The Official report of the combat between a German submarine and an armed American merchant ship which carried a gun crew of bluejackets from the United States Navy, reported yesterday, was made public yesterday by Secretary Daniels. The name of the ship and the date of the fight were not revealed.

According to the report, the American ship was struck by a torpedo which did not explode. After that the American gun crew fired at a periscope 2,000 yards away and it was believed that the U-boat was sunk or badly damaged. The report to the Navy Department was written by Chief Boatswain's Mate O. J. Gullickson, commanding the Naval armed guard. It follows:

"At or about 6.30 p.m. a man on the forward gun platform shouted: 'Torpedo.' The helm of the ship was immediately put hard starboard and the ship was headed toward the torpedo. The torpedo hit the ship just abaft the beam, it glanced and went around the stern and sank. The hold, engine room and bilges were inspected, and the ship was found not to be leaking. The torpedo apparently did not explode.

"Immediately afterwards a periscope was sighted off the starboard beam, and fire was immediately commenced from the forward guns at about 2,000 yards range. The ship was headed toward the periscope, and all shots were falling very close to the periscope. Suddenly a shot from the forward gun hit just in front of the periscope, making the submarine submerge, and a light blue smoke came up from the stern of the submarine.

"The periscope appeared again at a range of about 600 yards when a shot from the after gun hit it square on the water line, making small bits of steel fly and causing a great commotion of bubbles in the water. Apparently the submarine was either sunk or badly damaged, as nothing further was seen of it."

The following compose the armed guard on board the American vessel: Olof John Gullickson, boatswain's mate, (in charge,) of Madison, Wis.; Patrick Savage, boatswain's mate, first class, Paterson, N. J.; Howard Chester Guernelov, gunner's mate third class, Cleveland, Ohio; Freddie Wilson, coxswain, Highland, Ill.; George Anton Gluttine, coxswain, Newark, N. J.; Seebert Orr Beam, seaman, Bridgeport, Conn.; Victor Medina Burris, seaman, second class, Fayetteville, Ark.; Edwin John Hausman, seaman, second class, 1418 Putnam Avenue, Brooklyn, N. Y.; Willard Richman Blackmar, seaman, Grand Rapids, Mich.; Robert Edward Hopkins, seaman, second class, Shelton, Conn.; Silvester J. Niehaus, seaman, Webster Grove, Mo.; Charles William Fales, seaman, Jamestown, R. I.; William Arthur Metzger, seaman, Lake Forest, Ill.



SOME REASONS WHY YOU SHOULD INSIST ON HIRANO.

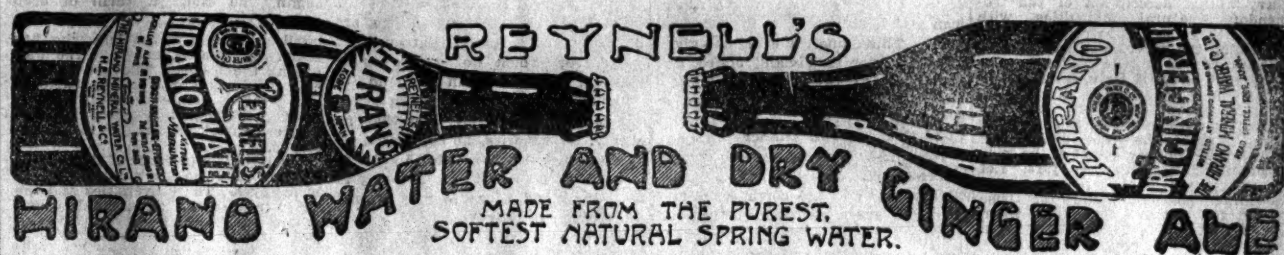
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The dinner was held in the grand ballroom, where that for the Anglo-French Commission took place six

called upon to give his best that he may be his best; or a world in which every individual shall take the place that is assigned him by a higher power, and subject to an appeal.

"And do you say that we cannot find a new world? Do you say that the obstacles are too great, that human

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Griscorn. Lieut. Col. John Gillmore
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PHOTO: A. C. B.

"The Store of Quality."

General Agent

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Telegram "GENLECTRIC"

U-BOAT BASE NEAR SHIP LANE IS FOUND ON AN IRISH ISLAND

Supply Station Is Discovered At
Tory, Near Which Many Big
Vessels Have Been Sunk; Six
Ringleaders Are Put To Death

MANY OTHERS IN PLOT
BELIEVED BOATS AMERICAN

Craft Flew No Flags Nor Dis-
played Any Marks Of Identifi-
cation, Loading Only At Night
And Disappearing At Dawn

An Atlantic Port, July 1.—From
officers of an American steamship
which has arrived here it was learned
today that vessels of the British
patrol fleet on duty off the North of
Ireland discovered a German sub-
marine base on Tory Island two weeks
ago.

This island is nine miles long, and
twelve miles from the Irish coast, off
the County of Donegal. The Ameri-
can learned that six men, who were
found to have been the ringleaders
in supplying U-boats, were shot. A
quantity of fuel oil was confiscated,
together with provisions, and from
talks the British officers had with
the islanders it was believed German
commanders also were getting from
the island reports of the movements
of British vessels.

Said Boats Were American

Many men and women were said
to have had a part in the supplying
of the U-boats, but most of them
were given to understand they were
American submarines. The crews
never came ashore and the boats
flew no flags. Some of the six men
who engineered the scheme rowed
out to the vessels in fishing dories
with their supplies. Almost in-
variably the submarines put in an
appearance after dark and dis-
appeared before dawn.

How long the base had been estab-
lished was not ascertained, but it
was believed to have existed for
several months.

Many of the largest vessels tor-
pedoed have been sent to their doom
off Tory Island since the middle of
April. The island is on the lap of
steamships entering and leaving the
North Channel between Ireland and
Scotland. This channel has been
used by many vessels seeking the
open Atlantic of late, instead of
going down the Irish Sea around to
the south of Ireland, as it was
figured that once through the short
channel the vessels would be in the
open sea and have far less distance
to travel in submarine waters than
in the Irish Sea.

The toll of vessels off the north
coast of Ireland has been large
lately, and time and again steam-
ships have been sent into Lough
Swilly and Lough Poyle upon the
report of U-boats being sighted,
to remain there in groups for days.
Quickly Round Up Plotters.

Many have been sunk shortly
after they left there upon receiving
word that the coast was clear. Many
have been caught by their hulls be-
ing outlined in the moonlight and
others when they were silhouetted
by the setting sun.

Because of the frequent opera-
tions of U-boats thereabouts, small
patrol boats were sent into all the
small bays to ascertain if there was
a base in any of them. After several
days' search, it was learned that the
boats had been to Tory Island, and
a summary questioning of the in-
habitants resulted in the rounding
up of the guilty six.

There is a lighthouse on the
north-west side of Tory Island and
the deep water between there and
the mainland is known as Tory
Sound. The 300 inhabitants of the
island are chiefly fishermen and kelp
gatherers. They elect their own
King and did not pay rent or taxes
for many years. In 1902, wholesale
ejectment papers were served on the
people.

The inhabitants retain many
primitive customs of tenure and
social relationship. The original
Celtic tribal customs also are in
force. There is a strong mixture of
Spanish blood still traceable, due to
descent from survivors of the Span-
ish Armada wrecked there about
1588.

Annual Meeting of Mokansan Association

Mokansan, August 3.—The
twentieth annual meeting of the
Mokansan Summer Resort Associa-
tion was held in the Union Church,
Mokansan, on Thursday, August 2.
The President of the Association,
Rev. Dr. Blain, took the chair. The
roll-call showed 33 members and 24
proxies present. Many noticed with
regret the absence of the Rev. Dr.
Farnham, the Rev. J. W. Davis, and
the Rev. George Hudson, all of
whom have been intimately con-
nected with the history of Mokansan
and who have died during the year.

After the usual opening exercises
and a few remarks by the President
the annual report of the directors
was read by the secretary. The
substance of the report was as fol-
lows:—

The season of 1917 shows a
gratifying increase in the popularity
and prosperity of Mokansan. The
census shows 716 foreigners on the
mountain on July 31, which is over
100 more than in any previous
season, and ten new permanent
buildings of various sorts. The
Treasurer's summary shows that
with a growing number of financial
interests, all expenses have been
met, and a balance is still in the
Treasury. Other reports testify that
a very considerable amount of our
expenditure has been for permanent
improvements.

It is gratifying to be able to note
this year that the continued effort
and accumulated experience of our
Committee is beginning to result in
the completion of several projects
that have occupied time and money
for years past. The tennis grounds
will this season be completed in
such a way that we shall have ample
accommodation without other expense
than the small amount needed for
maintenance, for many years to
come. The completion of this work,
and an agreement with the Mont-
clair Estate by which its courts be-
come available for the use of the
Association, give us now eleven ex-
cellently situated courts. We may
safely congratulate ourselves that no
summer resort in China has better
tennis accommodation than Mokansan.

The Park Committee has im-
proved the swimming pool by build-
ing a series of terraces which will
enable all spectators to get a good
view of the sports in the pool. A
for the terraces is to be made that
can be removed and stored in the
winter season.

The Transportation Committee
has maintained an acceptable ser-
vice, and added much to the con-
venience of residents by establishing
a depot of chairs and coolies in the
mountain. This service has been
much in demand for pleasure trips
and has more than justified itself as
an experiment.

The arrangements of the Care-
takers Committee, which first took
effect last year, and have now had
their second year's try-out, have
proven so satisfactory that we may
now feel that we are now practical-
ly past the major difficulties of what
was for many years an irritating
problem. The same Committee also
makes the interesting report that it

has arranged with the Shanghai
Public Garden to start a nursery for
shrubs, trees and flowers as soon as
a place can be secured for it.

The Supplies Committee has also
succeeded in getting the problem of
the supply of meat and groceries
resolved upon a basis which, we
may expect, will be satisfactory for
some years to come.

The Roads Committee by opening
up the road around Tah San has
done a very great deal to make the
season of 1917 notable. This road
has enlarged Mokansan, and given
us views and a means of recreation
which had hardly been suspected.

The Library has had a very
marked increase in popularity; due
doubtless to the fact that the com-
munity is finding out that the
labors of the Library Committee of
late years is finally resulting in a
really excellent collection of matter
on the shelves. At the end of last
season the Committee carefully re-
vised the collection of books and
weeded out many unattractive ones.
This season so far 91 books have
been added—30 by gift, 61 by pur-
chase. The latter comprise books
for younger and older children, and
modern fiction, chosen by the Com-
mittee. It is a matter of regret that
several books on Pedagogy and
Child Training have failed to arrive
as yet.

The report of the Junior Recrea-
tion Committee shows that the sug-
gestion of the 1916 Board of Direc-
tors on this matter has born very
satisfactory fruit. Supervision of
the Children's play-ground, and of
the Boys Scouts, the organizing of
the Camp Fire Girls, and of the
Rainbow Club for younger children
are but a part of the activities of
this Committee.

The growth of the community is
not without its problems, as always.
Our water supply, though ample this
season, needs attention. In the
driest season the supply is probably
sufficient, but not without care and
conservation. A Committee is work-
ing on this matter.

The increased population is put-
ting to heavier strain the seating
accommodation of the Church, and
the Community will be glad to know
that the Church Committee and the
Directors are taking steps to face
the situation; and though no im-
mediate building of a new church
is contemplated, preliminary steps—

such as determining under what
control the church shall be built and
administered, the character of the
building needs &c.—are being taken
which will very much expedite
matters when the time for building
comes. It is gratifying to note that
accumulated funds for the new
church have already reached the
considerable sum of about \$1,000.

The census was taken July 21, as
follows—Houses occupied 115, Adult
occupants 430, children 286, total
716. Chinese employees 430, Japa-
nese employees 5. The census by
nationality showed 362 Americans,
174 British, 93 German, 49 Chinese,
22 French and 16 of other national-
ities.

The Board of Directors was asked
to appoint a committee to make re-
commendations to the next annual
meeting concerning revision of the
association's system of taxation. This
is partly made necessary by the fact
that the community is no longer
composed of a small group of mis-
sionary homes but is beginning to
embrace hotels and boarding houses,
with an increasing number of
transient visitors.

The following are the officers and
directors for the coming year: Presi-
dent Rev. F. W. Bible, Vice-Presi-
dent Rev. J. C. Hawk, Secretary
Rev. J. W. Nichols, Treasurer Rev.
A. F. Ufford.

Directors: Messrs. Leach, Wilson,
Estes, McDowell, McMillan, Blain,
Moffat, Gaunt, Taylor, Castle, Mc-
Mullen, Latimer.

Passengers Arrived

Per C.M. s.s. Kiangteen from
Ningpo:—Mr. Chung, Mr. and Mrs.
King.

Per C.M. s.s. Poochi from Swatow:
—Mr. H. Singer.

Per C.M. s.s. Kiangwah from Han-
kow:—Mr. E. H. Olt, Messrs. R.
Ransel, Jular, and Glundins.

Per C.N. s.s. Tungchow from Tien-
tsin:—Miss Stevens, Mr. Toogood,
Mr. Hughes, Mr. Thompson, Mrs.
Eitzen, Mrs. Dubois, Miss Barbu,
Dr. Malchohn, Mr. Gumburn, Masters
Hargaves, Howell, Jones, and
Brewer.

Per N.Y.K. s.s. Yamashiro Maru
from Japan:—Mr. and Mrs. S. A.
Minty, Mr. and Mrs. R. Colman,
Messrs. A. Blankenship, Mr. Gues,
X. H. Jaffe, T. J. Phillips, R. A.
Bell, A. E. Neachyden, L. T. Teller,
L. M. Tewpee, E. A. Hilged, C. A.
Sharpley, J. Amoaive, K. S. Lowd,
F. Merrant, E. N. Tandberry, and
W. Ehnhorat.

Shipping Items

The I.-C. s.s. Loongwe left Han-
kow for Shanghai on Thursday.

The C.N. s.s. Chungking left Han-
kow for Shanghai on Thursday.

The C.N. s.s. Shengking left Tien-
tsin for Shanghai, via Chefoo and
Welhaiwei on Thursday.

The C.N. s.s. Sinkiang left Hong-
kong for Shanghai on Thursday.

The C.M. s.s. Tungwah left Foo-
chow for Shanghai on Thursday.

The C.M. s.s. Kiangwan left Han-
kow for Shanghai on Friday.

The C.N. s.s. Poyang left Han-
kow for Shanghai on Friday.

The N.K.K. s.s. Nanyang Maru
left Hankow for Shanghai on Fri-
day.

The C.M. s.s. Kiangyu left Han-
kow for Shanghai yesterday.

The N.K.K. s.s. Talee Maru
left Hankow for Shanghai yesterday.

The C.M. s.s. Hsien left Foochow
for Shanghai yesterday.

The I.-C. s.s. Luenho will leave
Hongkong for Shanghai today.

The C.N. s.s. Fengtien will leave
Tientsin for Shanghai, via Chefoo
and Welhaiwei today.

The C.N. s.s. Anhui will leave
Hongkong for Shanghai today.

The I.-C. s.s. Kutwo will leave
Hankow for Shanghai tomorrow.

The C.N. s.s. Luenyi will leave
Hankow for Shanghai tomorrow.

The N.K.K. s.s. Fengyang Maru
will leave Hankow for Shanghai to-
morrow.

The N.Y.K. American line s.s.
Yokohama Maru, with mails left
Keelung for Shanghai on Friday,
and may be expected to arrive at
Upper Buoy today, about 7 a.m.
She will be despatched for Moji on
Monday, August 6.

Sailed from Shanghai

For London, etc.

Kaga Maru May 14
Mishima Maru July 9
Tsuyama Maru June 8

For Liverpool

Kashima Maru June 30
Katori Maru June 9
Sado Maru July 31

For New York

Tatsuno Maru May 21
Tsushima Maru July 11

For San Francisco, etc.

Korea Maru July 19

Persia Maru July 6
Siberia Maru July 30
For Tacoma
Hawaii Maru July 19
Justin July 19

Vessels To Arrive

From London

Iyo Maru Aug. 7
Kilano Maru Aug. 21

From San Francisco

Ecuador Aug. 29
From Tacoma
Chicago Maru Aug. 19

From Seattle
Sado Maru Aug. 7

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SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAH KOU "DOWN" MAIN LINE. ZAH KOU TO SHANGHAI NORTH "UP"									
STATIONS	Local	Fast	Slow	Coolie & Goods	Local	Express	Local	Local	Local
Shanghai North	dep.	7.40	8.55	10.05	14.05				
Jiaohai	dep.	8.01	9.16	10.26	14.26				
Succow	dep.	8.10	9.25	10.35	14.34				
Lungwa Junction	dep.	8.28	9.43	11.00	14.52				
Shanghai South	dep.	8.00	9.20	10.30	13.35	14.30	15.10	16.45	18.00
Lungwa Junction	dep.	8.23	9.43	11.00	13.53	14.53	15.20	17.03	18.10
Shanghai	dep.	9.13	10.55	12.10	15.28	17.47			
Kashi	dep.	10.03	11.58	13.33	16.15	18.57			
Kunming	dep.	7.20	10.35	12.36	14.16	16.49	19.30		
Yeh Tai	dep.	8.08	11.14	13.20	15.16	17.21			
Chang An	dep.	9.00	11.49	14.04	16.10	17.56			
Hangchow	dep.	10.38	12.58	15.26	17.47	18.54			
Zah Kou	arr.	11.00	13.09	15.45	18.15	19.10			
STATIONS	Local	Local	Local	Fast	Slow	Local	Coolie & Goods	Express	Local
Zah Kou	dep.			6.45	8.10			8.55	14.15
Hangchow	dep.			7.15	8.40			9.33	14.40
Chang An	dep.			8.15	9.56			11.08	15.29
Yeh Tai	dep.			8.52	10.40			12.30	15.57
Kunming	dep.			7.25	9.40	11.30		14.07	16.35
Kashi	dep.			8.09	10.05	12.00		14.47	17.01
Succow	dep.			9.18	10.57	13.03		15.13	17.49
Lungwa Junction	dep.	8.38	9.58	10.37	11.48	14.05	14.55	17.22	18.23
Shanghai South	arr.	8.53	10.13	10.55	12.05	14.23	15.13	17.40	18.40
Lungwa Junction	dep.			11.44	14.07			17.22	18.32
Succow	dep.			11.58	14.17			17.38	18.48
Jiaohai	dep.			12.01	14.26			17.41	18.51
Shanghai North	arr.			12.20	14.45			18.00	19.10

KON ZEN CHIAO TO ZAH KOU KIANGSU BRANCH LINE. ZAH KOU TO KON ZEN CHIAO

STATIONS	Local	Fast	Slow	Local	Express	Local	Local	Local	Local
Kon Zen Chiao	dep.	7.05	8.30	11.05	14.05	16.05	18.15		
Ken Shang Mun	dep.	7.25	8.50	11.20	14.21	16.20	18.29		
Hangchow	dep.	7.35	9.05	11.35	14.31	16.37	18.37		
Zah Kou	arr.		9.25	11.55		17.00			
STATIONS	Local	Local	Local	Fast	Slow	Local	Coolie & Goods	Express	Local
Zah Kou	dep.			9.40	12.20			17.15	
Hangchow	dep.			7.45	10.05	12.50		14.55	17.40
Ken Shang Mun	dep.			8.00	10.23	13.05		15.10	17.52
Kon Zen Chiao	arr.			8.13	10.35	13.18		15.23	18.05

FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, August 4, 1917.
Money and Bullion

Gold Dollars Bank's buying rate
@ 95 = Tls. 1.05 @ 72.5 = Mex. 1.45
Mex. dollars Market rate 72.225
Bar Silver 1813
Copper Cash 1813
Sovereigns:
Buying rate @ 3/11 = Tls. 5.10
exch. @ 72.5 = Mex. \$7.04
Peking Bar 1813
Native Interest .03

Latest London Quotations

Bar Silver 410.
Bank Rate of Discount 5%
Market rate of discount:
3 m-s. 4%
4 m-s. 4%
6 m-s. 4%
Exchange on Shanghai, 60 d-s.
Ex. Paris on London T.T. 37.41
Ex. N. Y. on London T.T. 47.63
Consols 1

Exchange Closing Quotations

London T.T. 3/11 1/2
London Demand 3/11 1/2
India (nominal) T.T. 290 1/2
Paris Demand T.T. 542 1/2
New York Demand T.T. 93 1/2
Hongkong T.T. 67 1/2
Japan T.T. 54 1/2
Batavia T.T. 223 1/2

Bank's Buying Rates

London 4 m-s. Cds. 4 1/2
London 4 m-s. Docy. 4 1/2
London 6 m-s. Cds. 4 1/2
London 6 m-s. Docy. 4 1/2
Paris 4 m-s. 55 1/2
New York 4 m-s. 96 1/2

Customs House Exchange Rates For August

HK. Tls. 4.63 @ 3/10 1/2 £1
1 @ 533 = France 5.94
1 No quotation Market 4.85
0.97 @ 923 Gold \$1
1 @ 55 1/2 Yen 2.00
1 @ 15 Rupees 3.25
1 @ 480 1/2 Roubles 5.35
1 @ 1.50 Mex. \$1.50
† Nominal.

Stock Exchange Transactions

TODAY'S QUOTATIONS
Shanghai, August 4, 1917.

Official
Yangtsepo Cotton (ord) Tls. 5.80
H. and S. Bank \$615.00
Unofficial
Consolidated Tls. 2.70

Sharebrokers' Association Transactions

BUSINESS DONE
Shanghai, August 4, 1917.

Unofficial
Repairs Tls. 1.00 cash
Shal Cottons Tls. 134.00 cash

London Rubber Market

Reuter's Service
London, August 2.—Today's rubber prices were:
Plantation First Latex Crepe:
Spot: 2s. 5 1/2 d. paid.
October to December: 2s. 7 1/2 d. paid.
Tendency of Market: Firmer.
Previous Quotation, London Aug. 1:
Spot: 2s. 5 1/2 d. paid.
October to December 2s. 5 1/2 d. paid.
Tendency of Market: Dull.

BANK OF ENGLAND

Reuter's Service
London, August 2.—According to the Bank of England returns, the proportion of reserve to liabilities is 18 per cent.
1 Bank of England rate of Discount 5%.

LANGKAT DAILY OUTPUT

The following telegraphic information has been received by the general agent from the Sumatra director and manager of the Maatschappij tot Mijn-Boeven en Landbouwerexploitatie in Langkat:
"The output of crude oil for August 2 was 76 tons."

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Silk Market Report

Messrs. Wm. Little and Co., write as follows in their weekly silk market report:
Our last report was dated 27th ult. White Silk—A fair business has continued for Europe at advancing rates, but the further rise in exchange has stopped business. America has shown a certain amount of interest. The market closes quiet but steady.
Tsatlees—Blue Elephants, Tls. 610. Silver Double Elephant, Tls. 580. Good Killing, Tls. 537 1/2.
Tsatlees Filatures—Pegasus, 1, 2, 3, Tls. 702 1/2-5 av. Buffalo, A. B. C., Tls. 705 av.
Tsatlees New Style—Gold Dollar and Fountain, Ex. 1, 2, Tls. 750 av. Five Lion and Leopard Ex. 1, 2, Tls. 750 av. Lion and Scale, Sheep and Flag, 1, 2, 3, Tls. 740 av. Gold Stork, 1, 2, Tls. 712 1/2 av. Gold Phoenix, Ex. 1, Tls. 712 1/2 av. Three Arrow, 1, 2, Tls. 725 av.
Yellow Silk—Mienyang, S. T. 1, 2, Tls. 462 1/2. S. C. 2, Tls. 442 1/2. C. K. 1, 2, 3, Tls. 440 av.
Tussah Filatures 8 coc.—A small business at Tls. 542 1/2 av. in best grades is reported.

LOCAL SHARE MARKET

Messrs. J. P. Bisset and Co., write as follows in their weekly share market report:
The chief feature in the week's business has again been the demand for Cotton shares, practically all of which show a decided rise on last week's rates, and close very firm. Rubbers continue dull with but few transactions recorded. General tone of the market quiet.

COTTON MARKET

Reuter's Service
London, August 2.—Today's cotton prices were:
Mid-American Spot 19.35d.
August-September 17.67d.
October-November 16.95d.

BAR SILVER

Reuter's Service
London, August 2.—Today's silver prices were:
Bar Silver Spot: 40 1/2 d. Small demand, but scanty supplies.
Previous Quotation, London, Aug. 1:
Bar Silver Spot: 40 1/2 d. Chiefly continental demand, steady.

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The Rt. Hon. Lord George Hamilton, G.C.S.I.
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Manager.

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Bankers:
a France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
a London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Pays-Bas; Credit Lyonnais.

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Manager.

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President:
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Gouverneur Societe Generale de Belgique.

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Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne, Societe Anonyme.
Lyons and Marseilles: Comptoir National d'Escompte de Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Tels and fixed deposits according to arrangement.
Every description of banking and exchange business transacted.
M. DEMETS,
Manager for China.

Hongkong & Shanghai Banking Corporation

Paid-up Capital \$15,000,000
Reserve Funds:
Sterling, £1,500,000 @ 2s. \$15,000,000
Silver 18,500,000
\$33,500,000
Reserve Liability of Proprietors \$15,000,000

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Hongkong—N. J. STARR.

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Amoy, Ipoh, Peking, Bangkok, Johore, Penang, Batavia, Kobe, Raigoon, Bombay, Kuala Lumpur, Saigon, Calcutta, London, S. Francisco, Canton, Lyons, Shanghai, Colombo, Malacca, Singapore, Foochow, Manila, Sourabaya, Hankow, Nagasaki, Tientsin, Harbin, New York, Yokohama.

London County and Westminster Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.
Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.
A. G. STEPHEN,
Manager.

Russo-Asiatic Bank

Capital (fully paid) 55,000,000 Roubles.
Reserve Fund 26,960,000 Roubles.

Capital Contributed by the Chinese Government 3,500,000 Roubles.
Reserve Fund 1,750,000 Roubles.
Paris Office: 9, Rue Boudreau.
London Office: 64, Old Broad St., E. C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le Developpement du Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour favoriser le Developpement du Commerce et de l'Industrie en France.

Far Eastern Branches and Agencies:
Bombay, Harbin, Peking, Changchun, Hongkong, Shanghai, Chefoo, Newchwang, Tientsin, Dairen, Nicolayevsk, Vladivostok, Hailar, Oymur, Yokohama, Hankow.

65 Branches and Agencies in Russia, Siberia and Mongolia.

SHANGHAI BRANCH
Interest allowed on Current Account and Fixed Deposits in Tels, Dollars and Roubles. Terms on application.
Local Bills discounted. Special facilities for Russian Exchange.
Foreign Exchange on the principal cities of the world bought and sold. Safe Deposit Boxes.

L. JEZERSKI,
G. CARRERE,
Managers for China, Japan and India.

The Shanghai Commercial and Savings Bank, Ltd.

9, Ningpo Road.

Paid-Up Capital \$300,000.00
Reserve \$10,000.00
Deposits (Dec. 31, 1916) \$1,400,000.00

Correspondents at principal cities in China, and domestic exchange a specialty.

Credits granted on approved securities. Bills discounted.
Current accounts in both tals and dollars with interest, may be opened on application.

Particulars of interest allowed on fixed deposits, in both tals and dollars, will be furnished on request.

K. F. CHEN,
General Manager.

The Bank of China

(Specially authorized by Presidential Mandate of 15th April, 1915)
Authorized Capital \$60,000,000
Paid-up Capital \$10,000,000

HEAD OFFICE: PEKING.
Branches and Agencies:
Peking, Tientsin, Newchwang, Mukden, Changchun, Harbin, Dairen, Tsinan, Tsingtau, Kaifung, Hankow, Ichang, Shanghai, Wuhu, Yangchow, Chinkiang, Nanking, Shanghai, Hangchow, Ningpo, Foochow, Canton, Nanchang, Taiyuen, etc., etc.

SHANGHAI BRANCH,
3 HANKOW ROAD.
Loans granted on approved securities. Local bills discounted. Interest allowed on Current Deposit Accounts in Tels at the rate of 2 per cent per annum and on Fixed Deposits at the following rates:
For 3 months at the rate of 3 per cent per annum.
For 6 months at the rate of 4 per cent per annum.
For 12 months at the rate of 5 per cent per annum.
SUNG HAN-CHANG,
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than \$1, or over \$100, will be received at one time.

Not more than \$1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of \$5,000.

Interest at the rate of 3 1/2 per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Tels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.
Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Banque Industrielle de Chine

Capital 45,000,000 Francs.
One-third of the Capital, i.e. Frs. 15,000,000, subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC.

Statutes approved by the Government of the Chinese Republic on January 11, 1912.

President, Andre Berthelot.
General Manager, A. J. Pernotte.

HEAD OFFICE:
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin and Shanghai.

BANKERS:
In France: Societe Generale pour le Developpement du Commerce et de l'Industrie en France.
In London: London County and Westminster Bank, Ltd.

Interest allowed on Current Accounts and Fixed Deposits on application.

Every description of Banking and Exchange business transacted.
G. LION,
Manager.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA, JAPAN.

Capital Subscribed Yen 48,000,000
Capital Paid-up Yen 38,000,000
Reserve Fund Yen 21,300,000

London Bankers:
Union of London & Smith's Bank, The London Joint Stock Bank, Parr's Bank, Ltd.

Branches and Agencies:
Antungshan, London, Port Arthur, Bombay, Liangyang, S. Francisco, Calcutta, Los Angeles, Singapore, Changchun, Lyons, Sydney, Dairen, Mukden, Sianfu, Hankow, Nagasaki, Tientsin, Harbin, Newchwang, Tientsin, Hongkong, New York, Tokyo, Honolulu, Osaka, Peking, Kobe.

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Tels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa and China, and the chief commercial places in Europe, India and America, and every description of Banking and Exchange business transacted.
K. KODAMA,
Manager.

International Banking Corporation

Capital & Surplus U.S. \$5,500,000.00
Undivided Profits 1,010,000.00
U.S. \$7,510,000.00

Head Office:
55 Wall Street, New York
National City Bank Building.

London Office:
36 Bishopsgate, E. C.

Branches:
Bombay, Hongkong, Peking, Calcutta, Kobe, San Francisco, Canton, London, Santo Domingo, Cebu, Manila, San Pedro de, Colon, Medellin, Macoris, (Cristobal C.Z.) Shanghai, Singapore, Yokohama.

Through its close affiliation with the NATIONAL CITY BANK OF NEW YORK, the Corporation is able to offer the special services of the Branches of that Institution established at:
Bahia, Rio de Janeiro, Buenos Aires, Santiago de Cuba, Genoa, Santos, Havana, San Paulo, Montevideo, Valparaiso, Petrograd.

The Corporation issues Commercial and Travellers' Letters of Credit and Travellers' Cheques, receives money on CURRENT DEPOSIT ACCOUNT and FIXED DEPOSIT on terms which may be ascertained on application, and transacts all other descriptions of Banking and Exchange business.
H. C. GULLAND,
Manager.
1a Klukiang Road, SHANGHAI.

Nederlandsche Handel-Maatschappij

(NETHERLAND TRADING SOCIETY.)

Established 1824.

Paid-up Capital—Gulden 60,000,000 (about 15,000,000).
Reserve Fund—Gulden 9,925,431 (about 827,120).

Head Office: AMSTERDAM.
Head Agency: BATAVIA.
Agencies in Holland: THE HAGUE and ROTTERDAM.

Branches:
Banjerassin, Padang, Soerakarta, Bandoeng, Palembang, Tandjong Balei, Cheribon, Pekalongan, Tebing-Tinggi, Djember, Penang, Tegal, Djokjakarta, Pontianak, Telok-Betong, Hongkong, Raigoon, Tjilatjap, Kota-Radia, Semarang, Weltevreden, Makassar, Singapore, Soerabaya, Medan.

London Bankers:
Union of London and Smith's Bank, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection. Bills of exchange, issues letters of credit on its branches and correspondents, and transacts banking business of every description.

Current accounts kept in tals and dollars.
SHANGHAI INTEREST ALLOWED on current tals accounts and fixed deposits, according to arrangement.
B. G. J. WYNBERG,
Manager.

Commercial Bank of China

Head office: SHANGHAI

Subscribed Capital Sh. Tls. 5,000,000
Paid-up Capital Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted. Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On Deposits in Dollars according to arrangement.

H. C. MARSHALL,
Chief Manager.

The Bank of Canton, Limited.

Incorporated 1912.

Authorized Capital H\$2,000,000
Subscribed and paid up Capital H\$1,371,500
Reserve Fund H\$120,000
Investment reserve fund H\$20,000

Head Office:
No. 4 Des Voeux Road, Hongkong.

Shanghai Office:
No. 2 Ningpo Road.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.
C. C. WONG,
Asst. Manager.

The Mercantile Bank of India, Ltd.

Authorized Capital £1,500,000
Subscribed Capital 1,125,000
Paid-up Capital 562,500
Reserve Fund 600,000

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C.

London Bankers:
Bank of England, London Joint Stock Bank, Ltd. Branches & Agencies:

Bombay, Howrah, Madras, Calcutta, Kandy, Penang, Colombo, Karachi, Port Louis, Delhi, Kota Bahru (Mauritius), Galle (Kelantan), Raigoon, Hongkong, Kuala Lumpur, Shanghai, Singapore.

Shanghai Branch.

EVERY description of Banking and Exchange business transacted. Interest allowed on Tals Current Accounts at 3% per annum and on Fixed Deposits at rates which may be ascertained on application.

R. D. YOUNG,
Manager.
7 Nanking Road. 9753

BANK OF COMMUNICATIONS

Specially authorized by Presidential Mandates of April 7, 1914 and October 31, 1915.

Paid up Capital: Kunming Tels 10,000,000

HEAD OFFICE: PEKING.
50 Branches and Agencies at principal commercial places in China.

SHANGHAI BRANCH
Interest allowed on Current Accounts and on Fixed Deposits in Tels and Dollars according to arrangements.

Credit granted on Approved Securities and Every Description of Banking and Exchange Business transacted.

CHAO CHING HUA,
Manager.

SUMITOMO BANK, LIMITED

SHANGHAI BRANCH, No. 1 Klukiang Road.

Capital Yen 30,000,000
Paid-up Capital Yen 18,750,000
Reserve Yen 1,470,000
Deposits Yen 120,000,000

President, Baron K. SUMITOMO

Head Office: OSAKA.

Branches:
Tokyo, Yokohama, Nagoya, Kyoto, Osaka, Kobe, Hyogo, Onomichi, Kure, Nihama, Hiroshima, Yanai, Shimonoseki, Moji, Wakamatsu, Kikukawa, Kurume, Honolulu, San Francisco, Bombay and Hankow.

London Bankers:
LLOYDS BANK, LIMITED
New York Bankers:
NATIONAL CITY BANK OF N. Y.

Banking Business in General Foreign Exchange Business, Travellers' and Commercial Letters of Credit, Correspondents throughout the World.

S. KAWAHARA,
Manager.
Tel. No. 3536 (Sumitomo Bank).
Tel. No. 4663 (Comptadore Office).

Business and Official Notices

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OF EVERY DESCRIPTION

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PROMPTLY!

NEATLY!

Representative will be sent on application

Telephone: North 2652

SALE

S/S "POLTAVA"

WRECK

(3,477 tons gross, built 1909)

TENDERS are invited for the sale of S.S. "POLTAVA," wreck, for breaking-up purposes only—her Hull, Tackle, Apparel, Furniture, Machinery, Boilers and everything connected therewith, as they lie at the North Saddle Islands.

Tenders will be received till the 7th August.

For conditions and further particulars, apply to

RUSSIAN VOLUNTEER FLEET.

No. 1, The Bund.

14620

The Shanghai Horse Bazaar
& Motor Co., Ltd.'s

GARAGE ENTRANCE

is only from

Bubbling Well Road.

A. T.

DUTCH-HAVANA CIGARS

Imperiales in boxes of 25 \$5.60
Invencibles " " 25 3.50
Fornarinos " " 50 5.50

Only difference from the Genuine Havanas is in price

Genuine Havanas also kept in stock.

THE TIENTSIN TOBACCO CO., 19 Nanking Road

STYLISH FITTINGS ADD STYLE TO THE GOODS

BUSINESS AIDS BY

V. K. SHEN & SON

Furniture Manufacturers and Decorative Contractors

THE PIONEERS OF PRACTICAL SHOP FITTING

Shop fronts [METAL & WOOD], alight showcases, window enclosures, bronzes, brass or nickel and silver plated fittings of every description, beveled glass shelves in all shapes, bank and office fittings and furniture, museum cases, and stands, etc.

Sketches and Estimates
Submitted Free

New Specimens and Sales Rooms: 2372 Nanking Road, Tel. 5346
Head Office and Sales Rooms: 100 Nankow Road, Tel. 1710
Works: Tientsin Road, and Sun Road.

Good Shop Fronts and Fittings are Mute and Magnetic Money Makers

Kiangnan Poultry Farm

(Back of the S.N.R. Station)

FOR SALE:—Spring chickens, native, about a pound weight, for table, 6,000 in Farm, order to be delivered to you.
Poultry Tonic, good for young chickens and old birds as well. 1 picul for \$2.00 only.
New-laid eggs, \$1 for 2½ dozens for table.
Plymouth-Rock and Leghorn eggs for breeding.
Also Foreign chickens; all kinds.

The Shanghai Stonebreaking Works

SUPPLYING OF ½", 1½" and 1" Chips and Sand from Hangchow Quarry Stone broken by Maraden Stonebreaker.
DEALING IN Ninepore Gravel and Sand, Granite, Clay, and other Aggregates for road and pavement making and Concrete Construction.

WORKS:

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Goocession, SHANGHAI.

SOLE AGENTS:

THE TUNGCHI TRANSPORTATION CO.
631-A: Tiendong Road, SHANGHAI.

14552

ANTIMONY REGULUS.

(99% pure)

ALWAYS IN STOCK.

Apply, HUPEH GOVERNMENT MINING BUREAU, WUOHANG.

Tel. address "HUPEHMIN"

18721

NOTICE

The Pacific Mail Steamship Company hereby notifies that Mr. B. C. Haile has been appointed Agent for that Company at Shanghai, effective August 1st, 1917.

Pacific Mail Steamship Company,
B. C. HAILE, Agent.
18 Nanking Road
(Palace Hotel Building).

Andersen, Meyer & Co., Ltd., hereby notify that on August 1st, 1917, the agency for the Pacific Mail Steamship Company was handed over to Mr. B. C. Haile who has been appointed Agent at Shanghai.

ANDERSEN, MEYER & CO., LTD.
14584

NOTICE OF REMOVAL

We have this day removed to 130-A Szechuen Road, next to the Y.M.C.A. Building.
All business will be transacted there.

LEE HING PRINTING CO.

Telephone 3736.
Shanghai, Aug. 3, 1917.

14655

Dr. Carr, L.D.S., D.D.S.

Dental Surgeon,

Room No. 101, Telephone No. 290

Astor House Hotel, Shanghai.

By appointment

JUST ARRIVED!

A New Shipment of

Grapefruit

American Oranges

Fresh Lemons

And American Potatoes

Book your orders now.

C. Eddie & Company

1132-3 Broadway, Shanghai

Telephone North 639

We offer at cut prices

Children's Summer Underwear

Porous Mesh Union Suits

India Gauze Vests

Lisle and Gauze Ribbed Vests

Infants' Wrappers

also

Children's Sandals

Tennis Shoes

Hosiery.

H. G. HILL & CO.

119 Szechuen Road.

The Hwa Yeng Carpet Factory

has removed to

more extensive premises

at

127 Peking Road

Orders undertaken at

moderate prices

KINGMAN & BROS.

DENTAL SURGEONS

of the Philadelphia Dental College and Garretson's Hospital of

Oral Surgery,

Philadelphia, U.S.A.,

Will perform all

Kinds of dental operation on

modern Scientific principles

And supply

Teeth of Superior Workmanship In

Vulcanite, Gold and Alloy Plates,

Gold Crown and Bridge Work.

All works are guaranteed to entire

satisfaction.

No. 40 Szechuen Road.

18700

Piece Goods and Yarn

Messrs. Ilbert and Co. write as follows in their weekly market report:—

Business is suffering from the lack of animation usually experienced at this time of year, though prices continue to be sensitive and respond readily even to the present trifling demand. The country in general appears to be in a very unsettled state politically, and the "saber-rattling" that is in progress in several provinces is not conducive to the confidence that is essential to healthy business, while serious damage by floods is reported in the basin of the Yellow River. Meanwhile the newly enforced restriction of output by the Lancashire mills places local values on a safe basis for the time being.

Latest mail advices report that the American cotton crop is likely to be two to three weeks late, but that there is no drawback in this as a late crop frequently matures better than an early one. The acreage planted is slightly smaller than the previous season, but estimates regarding consumption and future prices are rendered very unreliable by the unknown factor of demand for military purposes.

Grey Shirtings Generally.—No private business appears to have been done in any class of these except a few unimportant transactions for the River ports in the following 12-lbs. 86 inch cloths:—Soldiers No. 1 at Tls. 9.25, and Blue Dragon at Tls. 8.50. Prices at the earlier auctions were very firm but there was a lower tendency all round at the Yuen Fong sale today.

Jeans.—A moderate demand has produced some sales at prices that show that these goods have nearly doubled themselves in value during the past 3-4 months, particular being:—Three Stagheads 40 yds. at Tls. 9.75, Three Eagles 40 yds. at Tls. 9.50, and 30 yds. at Tls. 7.00.

White Shirtings.—Sales have been restricted to moderate parcels of the best known chops at firm prices, and we hear of the following:—Blue Dragon at Tls. 9.50, Flower No. 1 at Tls. 8.75, No. 3 at Tls. 7.95, No. 4 at Tls. 7.70, Dragon No. 600 at Tls. 9.00, No. 500 at Tls. 8.75, and Blue Nine Horses at Tls. 8.55. The auction prices followed practically the same course as the Grey goods.

Bleached T-Cloths.—Business on more or less retail lines is returned in Blue Phoenix at Tls. 7.00, and Four Cocks at Tls. 6.75.

Dyed and Fancy Cottons.—The little demand that exists has been filled entirely by the supplies offered at auction for which prices ruled firm all round.

Cotton.—Business in the local staple has been practically at a standstill with buyers and sellers both unwilling to operate. The level of the market is lower on the whole than a week ago, but there have been no sales to test prices except unimportant ones to native owned mills.

The Liverpool Cotton quotations are given by Reuters as follows:—Mid-Egyptian 19.05d. per lb. Egyptian 31.50d. per lb. and Fine Bengals 15.70d. per lb.

Local Yarn.—With the cessation of speculative buying the market has become easier, but the undertone is healthy and the mills are generally well sold ahead at remunerative prices. The only sales reported are made by native owned mills as follows:—

No. 16s. 400 Bales Round Stork at Tls. 161.00, and 100 Bales Man and Cheek (Heavy) at Tls. 168.00.
No. 20s. 300 Bales Woman at Tls. 193.00.

Indian Yarn.—Market quiet and easier with only a moderate business reported in the following:—

No. 10s.—100 Bales Central India at Tls. 140.00, 200 Bales Sorab at Tls. 134.00, and 100 Bales Swadish Kose at Tls. 140.00.

No. 12s.—200 Bales China at Tls. 132.00, 350 Bales Currumbhoy at Tls. 132.00, and 350 Bales Herald Office at Tls. 132.00.

No. 16s.—50 Bales Swan Mill at Tls. 150.00.

Japanese Yarn.—We are again unable to report any business in these spinings.

Rubber Outputs

	June	July
Alma	29,500	29,000
Amherst	2,023	1,572
Anglo-Dutch	66,000	49,000
Anglo-Java	122,000	70,000
Ayer Tawah	29,650	20,492
Batu Anam	20,000	14,434
Bukit Toh Alam	15,930	14,434
Bute	14,615	—
Chempedak	11,423	12,083
Chemor	18,711	19,923
Cheng	14,993	—
Domion	43,614	44,702
Domion	42,592	44,874
Gua's Kulumong	110,816	102,000
Shipped to London	37,456	4,480
Cocanats	285,000	317,000
Rainfall (inches)	1	3½
Java Consolidated	59,000	47,000
Kamunting	17,875	—
Kap-lu	7,520	7,526
Kapayang	12,251	—
Karan	9,949	—
Kota Bahroo	44,819	45,725
Krook	29,000	29,000
Leng-at	53,752	—
Pedang	26,550	—
Permat	4,729	—

Pengkalan	12,751	12,723
Repah	12,000	11,000
Samagaga	16,600	17,445
Semambu	12,863	13,000
See Kee	8,475	8,703
Senawang	30,145	31,541
Shanghai-Malay	19,794	—
Shanghai-Kelang	12,372	12,760
Shanghai-Kelantan	12,000	13,500
Shanghai-Seremban	11,000	12,311
Shanghai-Pahang	16,329	15,280
Shanghai-Sumatra	53,510	53,390
Sua Manggis	20,000	—
Sungala	8,157	—
Sungei Duri	17,460	17,794
Taiping	13,000	—
Tanah Merah	28,000	—
Tebong	69,000	75,000
Ulobri	5,339	5,241
Ziangbe	47,500	33,000

Hongkong Share Market

Hongkong, July 27.—Messrs. Moxon and Taylor write as follows in their share market reports:—

There has been slightly more activity in our market during the week under review, but high Exchange and other factors still militate against anything like free business. A small monthly settlement has been easily negotiated today.

In Shanghai there has been quite a little boom in Cotton Mill shares, a smart rise in most stocks having occurred.

Banks.—Hongkong Banks have changed hands at \$665.

Marine Insurances remain unaltered.

Fire Insurances are quiet at quotations.

Shipping remains unchanged.

Refineries.—China Sugars improved somewhat during the week, and could be placed at about \$98. Malabons are firm at \$23.

Oils and Mining.—Langkats remain unchanged at Tls. 15. Rauba have been done in fair numbers at \$2.45. Tronohs at 25 7/8 and Urales at 32s. are nominal. Shells are still wanted locally at 120s cum all. Kallans at 34½ are in request.

Docks, Wharves and Godowns.—Kowloon Wharves have changed hands at \$67 but at the close are slightly firmer with sales at \$68. Hongkong Docks at \$112 are quiet but steady. Shanghai Docks have weakened to Tls. 90 cum all.

Lands, Hotels and Buildings.—West Points at \$69 ex dividend are without business. Hongkong Lands have been done at \$91 ex dividend, and are wanted. Centrals are on offer at \$95. Hongkong Hotels are in request at \$98.

Kowloon Lands at \$33 are nominal. The quotation of \$95 in our last issue was a printer's error. Humphreys are wanted at \$6.

Cotton Mills.—In the North Cotton Mill shares have risen rapidly. The following are today's quotations:—Dyos Tls. 160 buyers, Shanghai Cottons Tls. 135 buyers, Kung Yiks Tls. 16 buyers, Yangtzepeos Tls. 5.80 buyers.

Electric Companies.—Hongkong Electric have again been done at \$48, and at this price are still wanted.

China Lights at \$44 are nominal. Hongkong Trams might be obtained

SHIGA & CO.

3362, SEWARD RD

TEL. 4746

Repaired

ASTOR HOUSE, HOTEL,

TIENTSIN.

Cable Address:

ASTOR.

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Comfortable Bedrooms with Bath; Double, Single or En Suite.

First-Class Cuisine and Selected Cellar, under Foreign Supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT.

Amusements

St. George's Gardens

(Bubbling Well Road)

Open-Air Cinema

Every Evening

at 9.15

Change of Programme

on Mondays & Fridays

APOLLO THEATRE

Programme for August 5th.

TONIGHT

TONIGHT

"THE HEART OF A GAVROCHE"

(Street Arab)

IN THREE PARTS.

A very interesting Pathe's Drama, by C. Moribon. Featuring Madame Leontine Massard.

The New Adventures of J. Rufus Wallingford

Showing 9th Episode, entitled:

"DETECTIVE BLACKIE"

Two Parts.

Pathe's British, French and American Gazettes

depicting all the principal events.

MATINEE, Today at 3 p.m.

Showing the Final Episode of

"THE SHIELDING SHADOW"

Also 1st and 2nd Episodes of

"LIBERTY"

Four Reels

Programme for August 6th, 7th, 8th and 9th

TOMORROW NIGHT TOMORROW NIGHT

"LIBERTY"

Thrilling and Sensational Serial, in 20 Episodes, each two reels.

Featuring

MARIE WALCAMP AND EDDIE POLO

A serial so entirely new, so strikingly unique, so distinctly different, that 20 episodes are necessary to portray its intensely dramatic story. A romance of American life, played by a huge company of Trans-Atlantic stars. A drama of today, swift in action, powerful in story, plot, situation, with military atmosphere.

Showing, 3rd and 4th Episodes, entitled:

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Four Reels

Pathe's British, French and American Gazettes

depicting all the principal events

"ORANG OUTANG"

Science and Nature Series

"IN DUTCH WITH A DUCHESS"

Comedy

"DIRTY WORK IN A BEANARY"

L-Ko Comedy

TONIGHT

AND

MATINEE TODAY at 3.15

AT THE

OLYMPIC THEATRE

Three New Episodes

the 16th, 17th and 18th

OF THE MOST ELABORATE

OF ALL PICTURE PLAYS

"GLORIA'S ROMANCE"

A PHOTOPLAY OF UNUSUALLY

HIGH STANDARD, FEATURING

Miss BILLIE BURKE

ISIS THEATRE

Corner of Jukong Road and North

Business and Official Notices

NOTICE

Notice is hereby given that the Power of Attorney granted by us on April 13th, 1917, to Clarence Howell Butler to sign our firm "per Procuration" is now cancelled by mutual consent.

J. P. BISSET & Co.
14675

S.S. "HATTIE LUCKENBACH"

The s.s. "Hattie Luckenbach" is now discharging her cargo at the Shanghai-Hongkew Pootung East Wharf. Consignees are requested to send in their B/Ls. for counter signature and take immediate delivery of the goods. All claims against this steamer must be sent in within 10 days after completion of the steamer's discharge, or they will not be recognised. All risk of fire at the wharf and godowns to be borne by the consignees of the cargo. Examination of damaged goods will take place at the wharf on August 11th, at 10 a.m.

THE ROBERT DOLLAR CO.,
Agents,
Union Building.

14656

Valuable Buildings FOR SALE

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14645

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Business and Official Notices
are Continued on
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14636

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Kindly note that our Store remains open up till 7 p.m. every day including Saturdays.

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SITUATION VACANT

QUICK AND GOOD writers wanted to address envelopes in Chinese and English. Temporary employment in a Shanghai office. Write in English, giving a reference, particulars as to education, also as to previous employment (if any), and stating weekly salary required to Box 404, THE CHINA PRESS.

14676 A.5.

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14662 A.9.

HOUSES TO LET

TO LET, five-roomed house, small garden, two bathrooms, stable. Tls. 80 per month. China Realty Co., Ltd., 39 Nanking Road.

14624

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TRANSLATOR, who has considerable experience in legal, consular, syndicate, journalistic, commercial and official translation work, undertakes translation in English and Chinese of agreements, petitions, letters, legal documents, advertisements, and commercial documents, etc. Please apply to Chang Nieh-yun, c/o 1-a Peking Road, or P.D., 159 Haining Road, opposite West End Lane.

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BRITISHER requires French lessons. State terms to Box 393, THE CHINA PRESS.

14642 A.5.

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WANTED in Central district or French town, store with spacious ground-floor godown. Address offers to Box 396, THE CHINA PRESS.

14650 A.5.

APARTMENTS WANTED

WANTED, small furnished flat or rooms, without board, suitable for young married couple. French-town or Western district preferred. Occupation 1st October. Apply to Box 398, THE CHINA PRESS.

14654 A.7.

OFFICES, ETC., TO LET

37 A-B, Canton Road: Offices to let in China Press Building. Apply at THE CHINA PRESS or 10, Yangtszepoo Road.

14617 A.7.

TO LET, from 15th August or later, spacious offices and godowns. Centrally situated. Apply to The China Strawbraid Export Co., 13, Kiukiang Road.

14618 A.7.

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14608

Nos. 8 & 11 Quinsan Gardens

Phone 1946

Cosy little rooms to let with all comforts for the summer. Kitchen and food personally supervised by the proprietress.

MRS. MARY GEORGE (American), begs to notify that she has opened up a boarding house at 31 Boone Road, and is prepared to accept boarders at reasonable rates. The rooms are nicely furnished, and the cooking excellent under her own supervision.

14679 A.10.

TO LET, a few rooms in British home. Excellent table; service good. Rates moderate. 6 Quinsan Gardens.

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TO LET, an unfurnished flat of three rooms, and one large attic with bathrooms attached; servants' quarters. For immediate occupation. Apply to Box 404, THE CHINA PRESS.

14671 A.5.

NEAR COUNTRY CLUB, to let, in nice cool house, well-furnished rooms, facing south, for married couple or bachelors; hot and cold water, tennis, telephone. Apply to Box 390, THE CHINA PRESS.

14639 A.5.

TO LET, well-furnished room with bathroom and balcony attached. Suitable married couples or bachelors. Moderate terms. 12-A Quinsan Gardens.

14665 A.7.

WESTERN DISTRICT, to let, furnished rooms, with bathrooms attached. Near trams. British family. Apply to Box 402, THE CHINA PRESS.

14664 A.10.

MOST-COMFORTABLE cool room for bachelor, free now, charming residence, fine view, garden, garage. Good table. \$90, with board. Apply to Box 395, THE CHINA PRESS.

14649 A.5.

TO LET: A nice, large bed-sitting room, with bathroom attached. In a cool, central and select district. No mosquitoes. A fine view, overlooking well-wooded gardens and expansive river. Cooking and service very good. Terms: for married couple or two bachelors, Mex. \$150. Single Mex. \$100. Apply to Box 386, THE CHINA PRESS.

14632 A.7.

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IF you want extra keys made for your Yale Locks call at 39 Nanking Road.

FOR SALE: strong and heavy Remington marine motor. 26 H.P., in absolutely good condition. Any reasonable offer accepted. Apply to Box 405, THE CHINA PRESS.

14674 A.9.

FOR SALE, one large American fire-proof office safe, 72" x 48" x 41", weight 3,540 lbs., with combination lock and double doors. Price reasonable. Apply to Box 378, THE CHINA PRESS.

14667

FOR SALE: Mandolin in perfect condition, practically new. Will accept reasonable offer. Apply to Box 397, THE CHINA PRESS.

14653 A.7.

WHOLE HOUSE, superior American-style furniture, with everything else for sale, from 15th September. Write W. K. Chun, c/o THE CHINA PRESS.

14659 A.5.

SITUATIONS WANTED

BRITISHER, executive abilities, and could take charge of import and export department. Has a thorough knowledge of the local market. Apply to Box 391, THE CHINA PRESS.

14672 A.8.

YOUNG LADY wants position as typist and general office worker. Willing to give trial. Apply to Box 399, THE CHINA PRESS.

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YOUNG MAN (Allied), 26 years old, at present employed, desires change to better position. Excellent working knowledge of English, French, Italian and Spanish. 6 years' experience in China. Good references. Apply to Box 401, THE CHINA PRESS.

14662 A.10.

WANTED: A young Chinese gentleman, many years' experience in office, seeks position as office assistant. Apply to Box 388, THE CHINA PRESS.

14637 A.4.

POSITION WANTED by Chinese gentlemen as stenotypist. No experience. Salary no object. Apply to Box 389, THE CHINA PRESS.

14638 A.4.

A COMPETENT bookkeeper and clerk is willing to accept a position for night work. Apply to Box 392, THE CHINA PRESS.

14641 A.3.

POSITION WANTED by an experienced young man who can take charge of correspondence and sales. Expert typist, rapid worker. Apply to Box 387, THE CHINA PRESS.

14634 A.5.

OFFICE MAN of experience, holding responsible position, wants extra work after office hours and lots of it; no work too complex to handle; no position too small to consider or accept, to either one of which I promise true devotion, and to him who favors me with his confidence, I shall be unremitting in my labours to compensate. Apply to Ally: THE CHINA PRESS.

14134

LOST

LOST or stolen from 97 Range Road, big tiger-colored cat (male, white breast and legs). \$20 reward is offered for its recovery or \$10 for a clue.

14660 A.5.

A small Pekingese dog (bitch), high yellow-haired, lost yesterday morning in the neighborhood of the French Consulate-General. Reward, if necessary, will be paid to anybody returning same to French Consulate-General.

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HOUSES WANTED

WANTED TO RENT, flat of four living rooms, baths, kitchen, etc., or house of similar size. Central or Hongkew. Lease and fittings taken over. Apply to Box 403, THE CHINA PRESS.

14670 A.9.

14622 A.5.

The Summer Palace Where Cruel King Minos Lived

Many New Discoveries That Throw Light on the Myth of the Minotaur, Half Bull and Half Man who Devoured Annually Seven Youths and Seven Maidens from Athens

Auguste Gendron's Conception of the Maiden Victims from Athens Being Carried by Boat to the Minotaur's Labyrinth

IN spite of the great war archaeological investigation has not been entirely abandoned in Europe. A few elderly scientists of the allied nations, beyond military age, have been steadily pursuing their researches on that most interesting site, the palaces of the Minoan Kings of Crete, whence the legend of the Minotaur originated.

It will be remembered by many that the labors of the English scholars, Drs. Hogarth and Evans, at Cnossos, in Crete, unearthed some years ago the palace of King Minos. They found a prehistoric labyrinth, with decorations which suggested that there was some actual foundation for the legend of the monster half bull and half man, to whom Athenian youths and maidens were annually sacrificed.

The archaeologists have just made some interesting new discoveries in this region. They have found a magnificent Summer villa of the Minoan Kings on the hill of Haghia Triada, on Messara Bay, Crete. Its brilliant wall frescoes, of which large fragments have survived, and some of its furniture, including carved stone vases overlaid with gold, rival the finest contents of the great palace at Cnossos.

The villa was situated on slopes which rise gently from the deep plain of the Anopodar, almost the only all-the-year-round steam in Crete. It looked across the river to the huge snow-streaked masses of Mount Ida.

It covered acres in extent, and included courts, chambers and galleries. Its principal feature was the "Megaron," or Great Hall.

Among the ruins have been found many tablets written in a still undeciphered script. This ancient Cretan language awaits a new "Rosetta Stone" that will unlock its mysteries. The other finds include bronzes, gold ornaments, carved stones, wall frescoes, ivory objects and many other articles.

The villa possessed immense baths, rivalling those of ancient Rome in size and extent. Shaded porticoes, terraces and gardens enabled the occupants to enjoy almost every variety of climate in this peculiarly situated resort.

Here evidently flourished a highly developed civilization 4,000 years ago, when Greece was only emerging from barbarism.

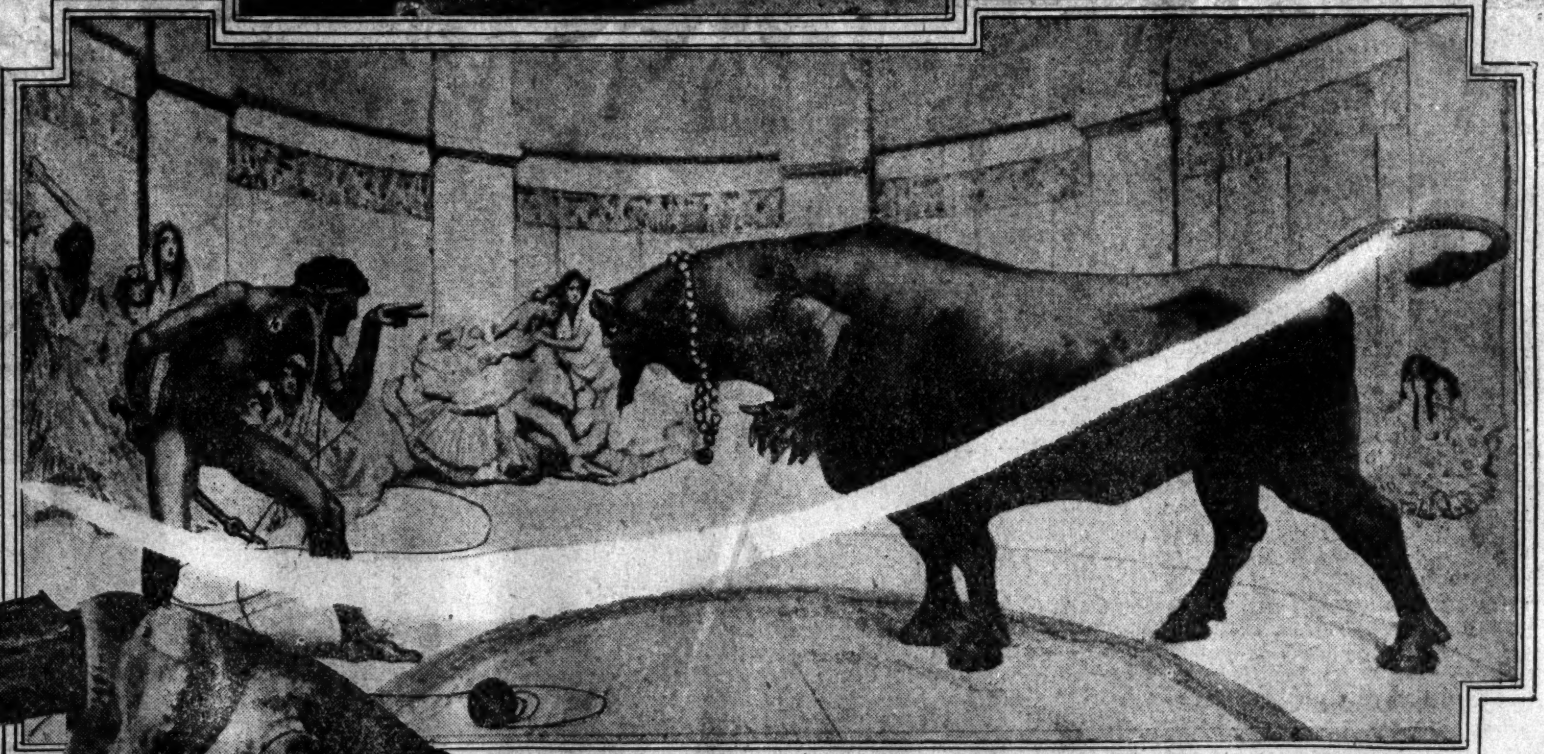
How are we to explain the curious Minotaur legend which Greek mythology associated with the Cretan civilization?

It says that in early times the Athenians, having been defeated by the Cretans in war, were compelled to send yearly as tribute seven maidens and seven youths to be destroyed by the Minotaur, the fabulous creature half man and half bull, said to have been produced by Pasiphae, the wife of Minos. The unfortunate victims were compelled to wander into a labyrinth where at some point the monster devoured or otherwise destroyed them.

Theseus, one of the last company of victims sent, slew the Minotaur and escaped from the labyrinth with the help of Ariadne, daughter of King Minos, who had fallen in love with him.

Of all the stories of mythology and classic antiquity that of the Minotaur is perhaps the most tragic and the most interesting to modern minds. In other myths there is much that is incomprehensible to us, but in this tragedy of sacrificed youth, of the hideous, devouring monster, of the love and heroism of Theseus there is every element of human interest that appeals to the hearts and intellects of people of to-day.

The Newly Excavated Summer Palace of King Minos at Haghia Triada in Crete



"How Theseus Killed the Minotaur," by A. Hoffman von Vestenhof. The Hall Shown Here Is Based on Archaeological Researches

Bull's Head from the Palace of King Minos of Crete, Showing That This Animal Was a Conspicuous Feature of This Ancient Civilization

The story of Theseus and Ariadne is the earliest of love romances. It is interesting to notice that the hero abandons the heroine in order to pursue further adventures.

The Minotaur has always stood as the symbol of a heartless power that destroys young life, and probably always will be so used.

The youths and maidens of Athens went, it is supposed, as willing sacrifices to the Minotaur to save their beloved country from greater evils. The imagination of men for ages has sought to realize how these victims were delivered to the Minotaur, what the labyrinth was like in which they

perished and how they met their death.

Imagination has run riot on the subject. Artists have sought to realize the gruesome scenes that must have happened. One artist depicts the victims as brought by water to the mouth of a natural cavern, where the Minotaur lies in wait for them. Another painter shows the monster in the centre of a curiously decorated hall, while his maiden victims crouch in terror around him. Now at last we have a prospect of learning the actual facts at the base of this myth.

It is reasonably certain that no creature half bull and half man ever existed, and yet it is equally probable that the legend had some foundation in fact. A labyrinth has been found at Cnossos, and everywhere appears the ominous decoration of the bull's head. A most significant fact is that on the walls are frescoes showing young women wearing curiously tight, apparently metallic corsets. These women are fighting bulls.

The inference is reasonable that women were forced to fight bulls in the arena for the entertainment of the lords of Cnossos. The Greek legend might therefore be a loose and poetic representation of the fact that Greek maidens and youths were sacrificed to the cult of the bull.

The civilization of Crete, like other vanished civilizations of the past, was marred by such hideous cruelties and corruptions, which doubtless led to its downfall.

Dignity Dresses

By Lady Duff-Gordon

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

The Necessity of Having a Gown to Fit the Moods That Fight Off the Everyday World and the Dresses to Do It Described by Lady Duff-Gordon



Note the Dignity of This Simple Gown of White Net and Satin. The Flowing Sleeves Add to Its Dignity.

By Lady Duff-Gordon.
("Lucile")

THERE are dresses whose keynote is charm. There are gowns whose distinctive attribute is brilliance. There are robes that are delicacy itself. Also there are dignity dresses. To-day I want to talk to you about denotements of dignity in attire.

I know, and so do you, women who should always wear dignity dresses. I know, and you do, too, women who should wear them only on special occasions that are in themselves dignified. Some

women there are, precious little tid bits of humanity, who should never wear dignity dresses because they are weighted down, and their personality is all but extinguished, by such attire.

Dignity gowns may be simple or very ornate. But always they convey the characteristic of dignity,

that is of poise and serenity and calm and that stability which we call character.

On this page are displayed three specimens of gowns deserving the term. The middle one, you see, has the essentials of long, straight lines. The fabrics from which it is fashioned trails gracefully behind the wearer. The winglike draperies attached to a bracelet on one arm, and to a ring on the other hand, deepen the impression made by the gown.

The first example is one of dignity expressed through magnificence. But the other specimen of

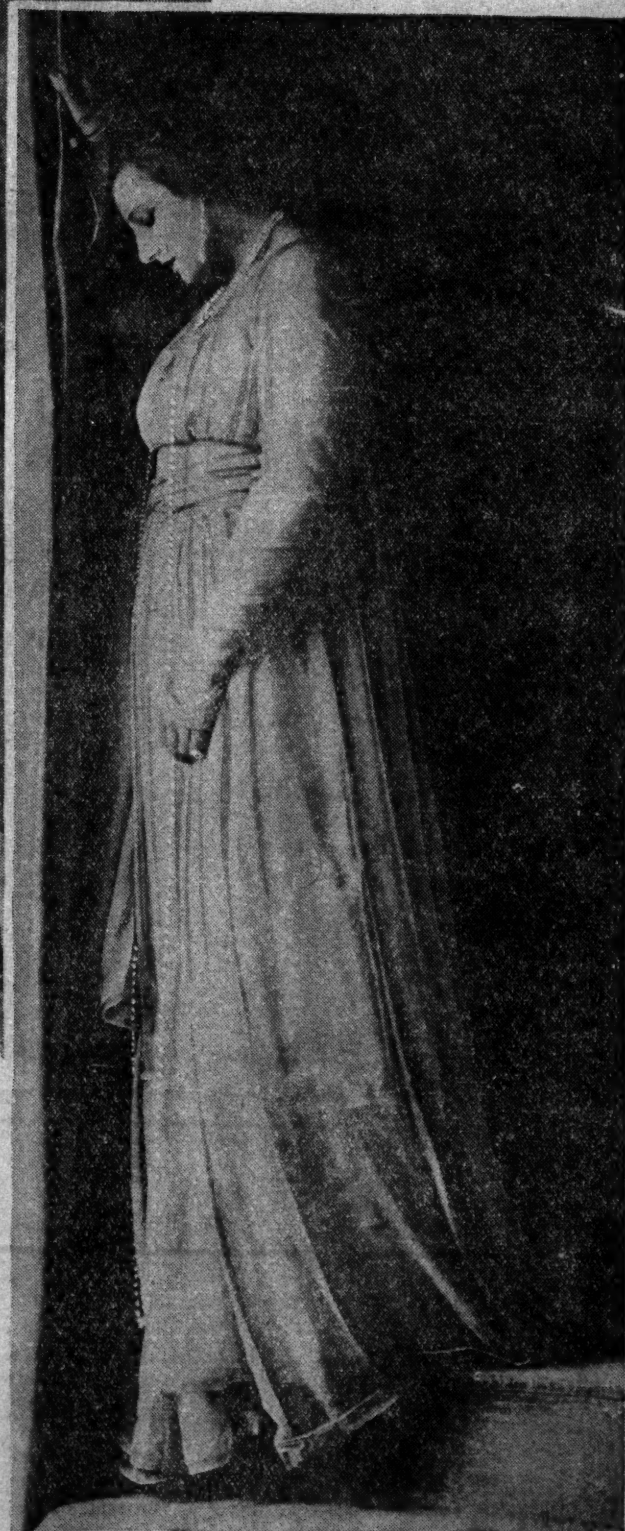
the dignity dress, which you see on this page, is simple both in line and texture. The lesson of the page is that dignity may be denoted by simplicity or by magnificence.

Study these models and you will see that they equal each other in dignity. Each seems to express outwardly the inward life of the wearer, which is one of the aims of dress. They indicate a life that has a calm centre. The dainty dancing gowns, with their bouffant skirts are evidence of an inward tumult of pleasure and gaiety. Carrying this reasoning to its logical end I should say that the dress expresses the soul. It is, as it were, the mouthpiece of the spirit. Through it the wearer speaks clearly, intelligibly, unmistakably to the world.

If you wish to choose a dignity gown look first to its lines. They may not be the spreading lines of erinoline. Those ante bellum belles who are being brought to the stage by the illusions of dress had not dignity, but coquetry. No woman can be aught but flirtatious in billowy attire.

Crepes and chiffons, satins or mohairs, may achieve the effect, provided the lines are the long, straight ones of dignity. Broadcloth is regarded as the queenly fabric, yet I have seen a woman look regal in cotton crepe. The dignity dress, I should say, is made up one-half of woman, one-half of line.

A Dinner Robe of Purple Embroidered Net Veiled by Tulle of a Pale Shade of Mauve. Observe That One of the Arms Is Bare While Another Is Clothed in a Long Sleeve. It is the Only Audacious Touch in a Costume That Is Essentially Dignified.



A Dignity Dress Made of Deep Blue Chiffon Over Silk of the Same Shade. It Has a Greek Simplicity of Outline.

A automobiles

SHANGHAI, SUNDAY, AUGUST 5, 1917

The Onward March of the American Auto

The story of the growth of the automobile industry in America—including the development of the American automobile itself—is almost certain to read, to the uninitiated, like so much romantic fiction of the most melodramatic type. Less than eight years ago, in the Government's industrial census of 1909, the motor car industry was not considered important enough or large enough to be given a separate classification. Today the estimated value of the annual output, based on the complete and authenticated Government figures for 1915, is considerably more than \$700,000,000.

In a single decade the automobile industry of the United States has developed from mere prosperity to one of the largest single industries in all the civilized world.

A brief survey of the increase in American motor-car production provides food for not a little thought. In 1904, for instance, the country turned out 11,000 cars; in 1905 the number increased to 18,000, and to over 25,000 in 1906. This growth gave rise to much talk about over-production and bursting bubbles, but by the end of 1909, nevertheless, the number of cars manufactured had risen to 125,000. In 1910 the production leaped again, this time to 187,000. Pessimists began calling for a halt, but no halt came. The year 1911 produced more than 225,000 machines; 1912 followed with 275,000. The pessimists were still at it with their dire predictions, as they are even today, but 1913 showed 325,000 cars, 1914 increased this number to 450,000, the year 1915 gave a total production of 952,618, and in 1916, according to the conservative estimates of the National Automobile Chamber of Commerce, the motor vehicle output of the United States reached the 1,250,000 mark.

Furthermore, unless the most careful predictions of the Nation's automobile manufacturers are decidedly askew, the production for 1917 in passenger vehicles alone is going to attain a total of two million cars.

At first glance this output seems both stupendous and abnormal. But it is not. The average rate of increase in production since the start of the industry has been about forty per cent each year; and the demand for automobiles still seems to be keeping well ahead of this rate. That non-existent citizen, the so-called average man—so often quoted and so seldom voicing anything but the most superficial sort of observation—will be heard insisting upon the streets that "there are too many automobiles already."

What the saturation point is going to be nobody, of course, knows. Almost any automobile man will tell you quite confidently and, enough prophetic guesses are being made, so that a few of them at least are bound to strike somewhere near the ultimate truth. Yet the safest thing to do is to figure it out for yourself. The Government statistics for the year 1915, just published, inform us that in that year there was a motor vehicle for every four persons in the United States. Now far from the saturation point this figure is may be conjectured when we read that in the State of Iowa there is an automobile for every nineteen persons—or, approximately, a car to every four families. There undoubtedly seems to be a safe enough market for the two million passenger vehicles of 1917. What 1918, 1919, and 1920 will bring remains to be seen. Most automobile men believe that 1917's changes are therefore to be unimportant. The reverse is most decidedly the case. If we take the average car—that is, an average of all the makes and models that are being manufactured—we find that the specific improvements are many. With chassis construction thorough-

ly perfected and standardised, the manufacturers of the country have gone about perfecting the body of the car, giving greater attention than ever before to details and equipment. Not only this, but the average price per car is going to be considerably lower than last year's. Certain makes and models will be higher, but a number of the larger manufacturers have announced important decreases in prices. All things considered, the American automobile of 1917 is a better investment, a greater value dollar for dollar, than any season's car yet produced.

In the first place, practically every manufacturer has given his closest attention to the matter of body design. Both appearance and comfort have been particularly considered, the former probably more so than in any previous year. The 1917 bodies are markedly better to look at than those of 1916 and other seasons. The lines are better and more artistic; the bodies themselves look lower and more clean-cut; they are much roomier in both front and back seats; and they are equipped in much better fashion than has been the common practice. Even the makers of low-priced cars have been able to build a good chassis at a low cost; the mistake heretofore has been in fitting this chassis with a cheap body. The chassis today is a more or less standardised thing, and it is the body and equipment more than anything else which differentiate one car from another of approximately the same price.

The double cowl body is being built this year by a number of manufacturers. Makers who are not using this design are attaining the same general ends in other ways; the ends in question being a more striking appearance and increased roominess. Body dimensions have been increased wherever possible, with the new designs offering lots of leg room and easy entrance to the seats. Convertible bodies, open or genuinely closed at will, are being put on the market on standard makes of cars in ever-increasing variety. These bodies seem to offer a sensible and logical solution of the winter-and-summer driving problem which con-

fronts the man who can afford only one machine and who wants to drive neither a closed car in warm weather nor an open car when the temperature hovers around zero.

The slanting wind-shield is one of 1917's most striking developments. It is being offered on a number of cars. The old straight-up-and-down wind-shield, reflecting every light and glare on the road at night and blocking the breeze rather than throwing it up into the air, has long been destined to go; but this year for the first time its exodus seems marked.

The average car has a new hood line, too—a higher hood line, running almost parallel with the ground—and the accepted radiator design shows a change to the high, narrow type. As a general rule in this year's models the makers are turning them out equipped with more vital accessories than in the past. A number of the larger manufacturers are offering such things as leather protectors for the tops of the doors; a few are equipping their cars with such things as wire wheels, motor-driven tire pumps, rear-view mirrors, and spot-lights.

To enter into a discussion of more technical features, such as the various types of motors, oiling systems, cooling, ignition, and so on, is not the purpose or function of this brief article. It is the aim in these pages merely to give the reader an idea of what the industry has accomplished in the past fifteen to twenty years, and, more specifically, the general features and qualities he may expect to find in this year's cars, representing as they do the fruition of the progress made by the automobile industry in this country. For these reasons the writer will draw no line between electric and gasoline cars, except, perhaps, to say that electric motor vehicles are taking their full and honorable share of the enormous growth in the automobile's popularity and usefulness. He will neither comment upon nor weigh the insistent and rival claims of the four, six, eight, and twelve cylinder motor

enthusiasts. All that is necessary for us to understand here is that the automobile industry of this Nation is perhaps the most wide-awake and most efficiently organized industry of its sort in the world—as well as almost the youngest and one of the largest—and that its product in this year of enlightenment 1917 represents an almost incredible degree of mechanical perfection and artistic achievement.

What the automobile industry has done it has accomplished against all the odds which oppose themselves to any new business or industrial development. The motor car had to assault successfully the well-nigh impregnable stone walls of public ridicule, public opposition, public inertia, and public suspicion. In its earlier years it had the greatest difficulty in interesting that much-needed element known as capital.

And more lately—in fact, up to the present moment—it has been forced to meet the situation caused by the European war. Materials have gone up, labor has become high-priced and scarce at one and the same time, and competition between various makes of cars, all fairly well standardised in design, construction, and finish, has become constantly keener and keener. And yet the makers as a whole are building better cars at about the same prices; some of them have raised, some of them have lowered.

The soaring of labor and materials has been met in one or both of two ways. With a few exceptions the manufacturers have refused to cheapen the quality of their cars, but have either increased production to meet the new costs or have developed more efficient factory methods, putting in labor-saving machinery wherever possible. A few of the manufacturers of medium-priced cars are planning to put better materials in the bodies, adding a slight increase to the list price. Other makers are simplifying the chassis by doing away with unnecessary parts and details of construction, and are thus able to offer

a car of the highest quality at no increase in price. All of us are uncertain enough about what is going to happen after the present great war, and in one thing the automobile manufacturers of the country are as uncertain as any of their fellow-citizens. The paramount question is this: What is the stopping of the war going to do to the present rate of motor-car construction? Rubber, steel, copper, aluminum, and other metals have risen to the point where the manufacturer hesitates before he places an order. Workers, who are now making higher wages than ever before in the history of modern in-

dustry, are receiving great bonuses. Will the prices of the essential materials go down? Will workmen be content with normal wages? Strikes and labor dissatisfaction, together with a possible high maintenance of metal and other prices, may result directly in a curtailment of production. This in turn is bound to result automatically in a raising of automobile prices all along the line. No one knows—and it may be nothing less than borrowing trouble to conjecture about the situation—but a good many men in the motor-car industry seem to feel that the year 1917 will show the average American automobile at its lowest price for some time to come.

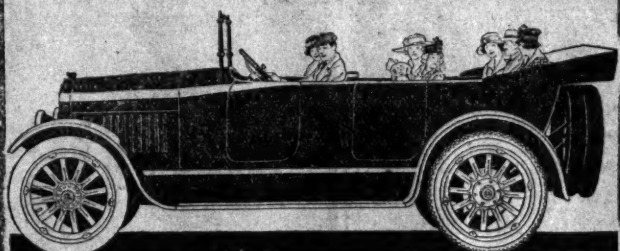
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KING EIGHT



1917 King, 8-Cylinder

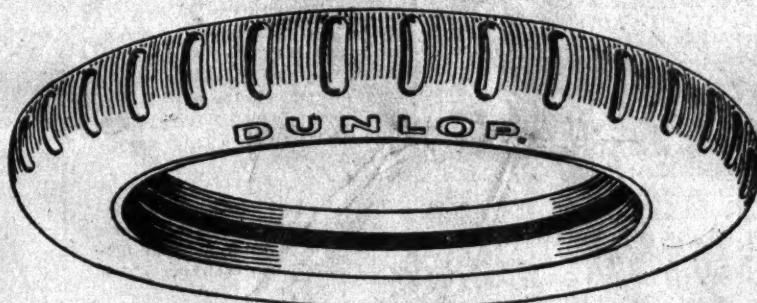
60 Horse-Power 7-Passenger

"Celebrated King Car"

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How Captains of Auto World Are Helping Direct America War

(From Motor Magazine)

Our entrance into the greatest war of all time finds the American automobile industry intensely proud, and with reason, of its contribution to the cause of national preparedness. No other of our peaceful industries has been so prominently identified with preparations for national defense as that which devotes itself to the production of motor cars and their equipment. Quite apart from any contribution of its own products, the automobile industry has furnished much of the enthusiasm, energy and brains that have given us today an industrial preparedness, interior, it is true, to Germany's when she embarked on the conquest of the world, but far superior to the industrial condition of France and Britain in the danger-fraught days of 1914.

Howard E. Coffin, past president of the Society of Automobile Engineers and chief engineer of the Hudson Motor Car Co., has done more than any other one man to prepare this country to resist foreign aggression. Working with Howard Coffin are W. H. Vandervoort, of the Moline forces; E. A. Deeds, of the Delco organization; Frank Pratt, of the General Electric Co., and Samuel Vauchain, of the Westinghouse Co. The voice of Henry B. Joy, of the Packard Company, was raised for preparedness, when the term was so dimly understood that it aroused merely derisive smiles. Alfred Reeves, general manager of the National Automobile Chamber of Commerce, is serving under Daniel E. Willard on the transportation committee. W. H. Vandervoort with J. G. Vincent, of Packard, and George W. Dunham, formerly with the Chalmers forces and now president of the Society of Automotive Engineers, are serving on the general committee on preparedness. The Society of Automotive Engineers, an old friend under a slightly new name, has completed registration of its members, nearly 4,000 of whom have signified their readiness to serve the government in any capacity in which they may be called. Truly, the long hard drive for preparedness has been liberally motorized.

Apart from its contribution to the general scheme of preparedness, the automobile industry will be called upon to contribute largely in its own special field. What we know as "modern warfare" depends fundamentally on the motor vehicle. The vast armies of today with their millions of men on the battle-line, supported by thousands of big guns, could not be maintained in the field without the motor vehicle. The collection of supplies and munitions for an army of millions could be accomplished in its preliminary stage by strategic railways, but the final distribution to the field units could never be made by an animal-powered transport system. The vast bulk of material used daily would require for its transportation so many of the slow-moving horse-drawn vehicles that the roads would be choked with traffic in an hour's time. Motor transport, moving rapidly and carrying triple loads per unit, is barely able to accomplish the tremendous task of keeping the great modern army fed, clothed and armed.

The task of the motor transport service has two principal phases. One division must keep the fighting forces supplied with food, clothing and the other necessities that keep it in being. A second division must keep the all-important guns, big and little, supplied with the ammunition that makes them effective.

To feed and cloth even a million men by means of motor trucks, from a railroad base as far as twenty or thirty miles away, is a tremendous task. All of us know what a great number of vehicles is required to keep a city of a million people in the necessities of life and any city of that size is directly at railroad; the final distribution problem is comparatively simple. And then the guns, with their insatiable appetites! A French six-inch rapid-fire howitzer fires four shells a minute, each shell weighing nearly three tons. The load of a two-ton truck would keep one of these big fellows going for just about three minutes. Imagine the fleet necessary to keep even a single gun firing for one day of intense artillery attack! Often a thousand and two thousand guns of all sizes will be massed at a single point of attack and they will fire for days just as fast as their gunners can work them.

In addition to the two principal divisions of motor transport, thousands of other vehicles must be used for ambulance work, as despatch cars, staff cars, etc. In the early German advance on Paris, an army

of 1,000,000 men was used, and it broke all records for rapid marching, through the use of a fleet of 30,000 motor vehicles. Correspondingly great fleets enabled the French and British armies successfully to avoid battle, until they were fully ready, when they turned and gave the Hunnish horde one of the decisive thrashings of history in the battle of the Marne. And speaking of the Marne, have we not been told that the decision in that momentous conflict was achieved by the taxicab army from Paris?

There is no question then that motor vehicles play a vital part in modern warfare. We have in this country something like 3,500,000 motor cars of all classes, as against 800,000 motor vehicles in all the rest of the world. This gives us an important advantage and we would be foolish not to utilize our motor strength to the fullest, if need arises. However, it is not likely that we shall have to draw heavily on our equipment of privately-owned cars. So enormous is the output of our automobile industry that it will probably be able to equip with new vehicles our coming armies as they come into being. We must not forget the graphic lesson as to the motor industry's willingness and ability to help in its own particular sphere that was furnished by the late punitive expedition into Mexico. At that time the war department called on the automobile factories to supply it with a motor transport train. The call came when the troops were leaving for Mexico and the motor transport trains served breakfast to the troopers on the second day in the field.

In the war that has now gripped us, the motor vehicle has played a distinguished role, ranging from actual service in the fighting line as armored cars and tanks, through the utilitarian transport service to that of humanity-server in the ambulance corps. Everywhere and all the time the fighting forces depend on their motor trains. The American automobile industry is better equipped than any of the similar industries in Europe to supply every motor need of its hosts in the field.

It is a remarkable tribute to the progressiveness of the automobile industry that Uncle Sam early called into his war councils leaders from the motor world. The organization of a nation's industrial power for war is a mighty and complex task. Fortunately the lessons of the European conflict were plainly before us and we early recognised the vital relation of industry to war-making. More than a year ago the preliminary steps to make the great republic industrially fit for waging war were taken more than a year ago and to this fundamental preparedness the automobile industry has largely contributed.

Somewhat over a year ago congress passed a law creating a National Council of Defense, consisting of the secretaries of war, navy, interior, commerce and agriculture, with power to appoint a National Advisory Committee to assist in organizing our industrial system for immediate availability in case of war. This advisory committee was promptly appointed with Daniel E. Willard, president of the Baltimore and Ohio Railway as chairman. Mr. Willard immediately created a number of sub-committees, each one charged with a particular phase of organization. Howard E. Coffin, past president of the S. A. E. and chief Hudson engineer, was designated to head the committee on munitions, which since has been the most active preparedness body in the country. From the minute of his appointment

as chairman of the committee on munitions Mr. Coffin has been the active head of the work of preliminary industrial preparedness, or as he prefers to call it, prearrangement. With fine constructive patriotism Mr. Coffin has temporarily withdrawn from his engrossing private concerns to devote his whole time to the gigantic task of laying the foundation of industrial preparation, upon which will rest all our future military efficiency. The first work of the munitions committee was the taking of an industrial census of the country. Every manufacturing concern in the United States was carefully investigated; its resources and capabilities were carefully tabulated. As a result the munitions committee today knows just what class of products each company is capable of producing and the quantity, so that it will be easy to assign munitions work to the various concerns, knowing in advance just what output may be expected from each of them.

Knowing the automobile industry, its energy and the efficiency of its organization as he does, it was natural that Mr. Coffin should turn to this industry for help in the great work he is promoting. One of the vitally important problems in the production of war materials of all kinds is standardisation. There must be no question that munitions produced in Oklahoma shall conform exactly to the specifications of similar materials turned out by the factories of Connecticut. For the adequate handling of this tremendous problem Mr. Coffin has appointed a sub-committee on munitions standards and for its personnel has drawn liberally on the motor industry. The chairman of this standardisation committee is W. H. Vandervoort, of Root and Vandervoort, manufacturers of special machine tools, president of the Moline Automobile Co. and past president of the S. A. E. On the committee also are E. A. Deeds formerly general manager of the National Cash Register Co., and now president of the Dayton Engineering Laboratories Co., Frank Pratt, of the General Electric Co., and Samuel Vauchain, of the Westinghouse forces.

In waging war it is evident that the transportation link between industry and the forces in the field is quite as vital to victory as the armed forces or their source of supply. In this particular America with its all-reaching railway system and its 3,500,000 motor vehicles is peculiarly happily situated. But it is necessary to organize our transportation system for war just as we have organized our industrial life. Daniel E. Willard, chairman of the National Advisory Committee, will take general charge of transportation organization. He has already formed a special committee on motor transport and of this Alfred Reeves, general manager of the National Automobile Chamber of Commerce, is chairman. Among the members of this committee are Coker F. Clarkson, general manager of the S. A. E.; A. G. Batchelder, chairman of the board of directors of the A. A. A.; Roy D. Chapin, president of the Hudson Motor Car Co., and Howard Coffin. The business of this committee will be to organize the motor vehicle reserve and the motorist owners in such a way that they will be an actual asset in the conduct of the war. It is impossible to speak more specifically at this time.

In trained soldiery the United States of America enters the greatest war of all time, pathetically lacking. Our navy adds overwhelming sea power to the side which scarcely needed strengthening in that arm. But industrially we bring to the aid

of embattled democracy the full force of the mightiest manufacturing nation in the world today. It is our duty and privilege to bring the full weight of our industrial might to bear on the already tottering bulk of organized barbarism. Our people are awake to the needs of the situation.

Even before the actual declaration of hostilities no fewer than 32,000 manufacturing establishments had made voluntary offer of their entire plants to the government for assignment to such service as will best serve the country's needs. Among these early industrial volunteers are the Ford Motor Co., the United States Steel Co., the B. F. Goodrich Co., the United States Rubber Co., the Bethlehem Steel Co., the Fore River Shipbuilding Co. and the General Electric Co.

The Federal Shipping Board has mapped out a plan for the rapid fire construction of fast freight carrying steamships of 3,000 tons and over. Given the proper speed and gun equipment, these vessels will do much to break the already badly bent submarine blockade. Every shipyard in the country will be called upon to do its share at top speed and before many months have passed we shall have a fleet of submarine immune freighters carrying food and other supplies to our allies on the fighting line.

The Labor Department working in conjunction with the Federation of Labor has completed the mobilization of the skilled and unskilled labor resources of the country, so that no industry will lack men to drive its work. The organization of this vitally important field is in the hands of Samuel Gompers, who is a member of the National Advisory Committee.

In the field of munitions production a system has been worked out whereby the great companies that are already supplying our allies will

continue that vitally important operation, while they are arranging to supply us with the material which we need.

Under plans long since perfected by Howard Coffin's committee, manufacturing concerns not previously engaged in producing munitions are being shown just what changes in machinery and equipment are necessary for them to begin manufacturing this class of materials. Many experts are assisting in this work, not least among them being E. R. Stettinius, who has been in charge of the munitions business done in this country by J. P. Morgan and Co.

A thorough canvas has been made of the country's wealth of raw materials, available for military uses. The copper industry has agreed to supply the army with that product for a year at about half the present market price. The steel and allied industries have announced their willingness to aid in a similar way.

Financially no less than industrially our situation is remarkably secure. A distinguished authority estimates that the United States today is in a position to withstand eight times the financial strain under which it labored at the time of the 1907 panic. The Federal Reserve Board has labored hard to see that all our banks, national and private, are placed on a sound economic basis. For the first time in history gold bullion held in U. S. Treasury vaults has passed the \$3,000,000,000 mark.

But above all physical preparedness is the preparedness of the spirit in which the country is entering this war in defense of democratic ideals.

It seems as if the spirit of the great forefather of the republic lived again in their children of today. There is little of the bitterness and hatred that is usually associated with war, in spite of the fact that we have more than the ordinary provocation. The seeming differences of the past two years have vanished, as the great republic settles sternly to the task of helping to eradicate the blot of royalty from a king-wary world. And the automobile industry is going to bear a large part of the burden of accomplishing our end.

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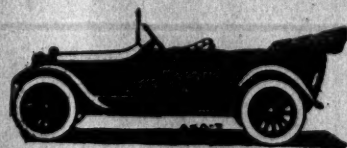
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Transmission Problems

A car that has been used for some time is apt to develop troubles; perhaps due to neglect, perhaps to faulty construction. We had numerous ones in a two-year-old car. It was equipped with a standard make of rear axle, the transmission case being cast with the differential housing, and the driving being through a torque tube bolted to the front end of the gear box and by means of a yoke on a cross member of the frame. One day, in driving up a hill, it became desirable to shift into second. When this was attempted, there was a loud "bang" and the car stopped. Investigation showed that it had attempted the perhaps impossible feat of going backward and forward at the same time, both second and reverse having gone in. The gears were shifted by two rods extending from the transmission to the cross member of the frame, on the front end of which were fingers which pushed back and forth by an extension on the shifting lever. One of these rods had become loosened in the gear box, and had fallen over towards the other in such a way that the shifting lever pushed both of them and pushed in the two gears at the same time. The quadrant which should have prevented this had been forced out of place. A temporary repair with a bit of hay wire enabled us to reach home, and a permanent repair was made by tightening the rod with a special socket wrench.

Not long after this, while running on a smooth road, we were started by a distressing pounding somewhere in the inner workings of the car. We got out and got under, incidentally discovering, by the fact that it went into our ear, a stream of gasoline from a leaking connection. Being then inexperienced in transmission diseases and their symptoms, we could not locate the trouble. We got home, and a repair man diagnosed it as smashed gears. We pulled the transmission to pieces and found a piece of gear tooth lodged between two teeth of the constant mesh gears. As the general condition of the gears appeared to be good, we extracted the piece, put the awkward contrivance together again, and for a while had a respite from trouble.

In using the car on rough roads, we found that second would not stay in unless held there by main strength. Examination showed that the edges of both second gears were so worn that they meshed at an angle. A couple of teeth were also missing from first. We remedied this by installing three new gears.

Lubricant would not stay in the gear box. The gears cut paths in hard grease, without appropriating any and soft grease ran out almost as fast as it was put in. Various makeshifts were tried; piping being wound around the propeller shaft and rags stuffed about the end of the torque tube, but without success. Finally the whole clutch assembly was pulled out and the driving yoke dropped, the universal joint taken off, and the end of the stuffing box on the end of the shaft packed so tightly with waste that no further leakage occurred.

One day while we were leaning over the front seat of another car, looking into the open gear box and shifting the gears back and forth, it was noticed that whenever a gear was put in, the main shaft moved sideways. Taking hold of the shaft, it could be moved up and down and sideways. On removing the torque tube, the back end of which held the rear bearing of the propeller shaft, which was also the front bearing of the main transmission shaft, it was found that the whole bearing, which was annular ball, had a quarter of an inch play in the hole in which it was supposed to fit. At a near-by automobile factory a shim was fitted around the bearing which held it in proper place. In doing this work the waste which had been packed in to hold the lubricant was removed. But weary of pulling things to pieces, it was allowed to leak, and every few days the grease was scraped up from the floor boards and frame and put back in the gear box.

The rear axle did not give so much trouble. The right wheel had been allowed to run loosely, and so wore the end of the shaft and inside of the hubs that it could not be kept tight without binding against the brakes. A shim of thin iron was fitted to the taper on the shaft. This had to be renewed once or twice until the right material was obtained, and then it lasted a long time. The whole rear of the car rattled badly. The wheel bearings were so loose that the wheels hopped up and down, hitting the brakes. As the bearings were non-adjustable no remedy was applied. The rear axle hummed disagreeably. It hummed much harder going around a right hand corner than around a left hand one; but there were no adjustments of any kind on the axle, and we had to let it hum.

We have always been grateful to this car for it furnished a school of adversity in which we learned many things of advantage in a short time, and which it would have been impossible for us to acquire in a better car.

E. A. S. in Motor.

Hints For The Motorist

(From Motor Magazine)

A clogged muffler may be the cause of poor car performance, by so increasing back pressure as to appreciably reduce the power of the engine. The muffler should be cleaned at least once each year to free the openings of dirt and carbon which block the passages and hinder the flow of exhaust gas. Recently an owner who neglected to do this, who, in fact, had forgotten all about the muffler as a part of the car, caused the muffler to burst. A back fire, the result of ill-timed ignition, extended back to the clogged muffler which acted like a completely-closed firing chamber housing an explosive gas. The gas did explode and left little evidence of such a part as a muffler. Clogging of the muffler is hastened when too much oil is fed to the engine. The unburned oil is forced back into the muffler where it covers the parts, permitting them to hold carbon and dirt. A thorough cleaning is possible only when the muffler is removed and partly dismantled, but often lumps of oil soaked dirt may be loosened by tapping the sides of the muffler lightly with a hammer. After cleaning the driver will at once notice a marked difference in the performance of the car.

Summer Troubles

Overheating is a common complaint at this season of the year and an effort should be made to prevent this before three or four trips are made miserable because of a hot engine. There are dozens of causes of this trouble, some of them attributable to poor handling of the car, others to some trouble in the cooling, oiling, or ignition systems. The cooling system is the first to be examined. There naturally must be a free flow of water, around the cylinders and in the radiator. Any obstruction will prevent free flow and may cause overheating. The rubber connections should be removed and the interior examined. The radiator should be drained to notice whether the water flows freely from the top to bottom. Pour water into an empty radiator and notice if it flows through quickly. Sometimes the drain cock may be clogged slightly, giving the results of restricted flow inside. Run a small piece of wire through the drain cock to remove dirt. If there is an overflow pipe see that it is not clogged. Often dirt gathers around the lower opening. Tighten the fan belt so it will not slip excessively. If made of leather a little neatfoot oil will be beneficial. Most of the slack can be taken up by adjusting.

Oil Gauge False Reading

Most of the accessories on modern cars are so reliable that they are given little concern by the driver, but occasionally one will meet with an accident merely because a certain part did not function properly. Recently the owner of a medium-priced car discovered that almost every bearing in the engine was running practically dry and if the noise and lack of the ability of the engine had not been immediately noticed no doubt much damage would have been done. The oil gauge on this particular car indicated that the proper amount was being fed to the engine, but it was discovered that the gauge reading was misleading. It was necessary to go over the whole oiling system and it was found that

the gauge indicator was struck in such a position as to always read "full supply."

When fitted into position, the jack head may be placed under the rear-most block. There is no need for it to abut against both, as, owing to the shape of the block round the axle and the presence of the tie rod, there is no fear of the bolts bending or of the blocks turning round on the axle.

Soldering Acid For Cast Iron

The Aluminum Brazing Solder Co., Chester, Pa., in one of its booklets recently issued gives some excellent hints on soldering. A soldering acid for cast iron and other metals which is said to tin perfectly is made in the following way:

Take one quart of common muriatic acid and dissolve as much zinc as possible.

Dissolve two ounces of sal ammoniac in half pint of warm water.

Dissolve two ounces of chloride of tin in half pint of warm water.

Mix all three solutions well and the acid is ready for use.

If common half and half solder is melted and some copper added, the resulting solder used in connection with the above acid will give excellent results when used on cracked cylinders, etc. The repaired parts will last as long as new ones.

Composition of five parts tin and one part copper is highly recommended.

A number of additional hints for mechanics and others working around machinery follow.

Aluminum acts exactly like a razor-sharp edge of the finest quality. When steel is rubbed on aluminum, the metal disintegrates, forming a very fine powder of a greasy nature which clings to steel with great tenacity and thus assists in cutting away the harder metal. The cutting edge thus obtained can in no way be improved.

In preparing a drill for working hard steel it is suggested that the drill be heated gradually to an even red heat, the scale removed and the extremity of the point of the drill touched to quicksilver and then quenched in cold water. Thus prepared, the drill will bore the hardest steel with ease. Only a little quicksilver is required. Another method for hardening small tools quickly is to heat to the correct temperature and then thrust the heated point in a potato. Then draw to the correct temper to remove its brittleness.

Misfiring At Higher Speeds

The following is an account of some trouble experienced with a car which, after overhauling could not be driven faster than forty-five miles per hour, whereas before any work was done sixty miles per hour could be attained easily. Before the trouble was detected the car after reaching forty-five miles per hour would lose its speed because of spitting, backfiring and otherwise poor engine running. The first thing suspected was the fuel feed system, which it was claimed was not feeding the carburetor a sufficient amount at higher speeds. This was gone over thoroughly. The gasoline pipe line was tight. A quantity of rust and chips were found on the strainer in the vacuum tank, and a small amount of rust and chips on the

A Curious Carburetor Ailment, Its Discovery And Cure

In the current issue of the Austin Advocate, the house organ of the Austin Motor Co., Ltd. of England there appears an account of an automobile owner's trouble with the carburetion system which apparently failed to show signs of operation on grades. The owner stated that on level roads no difficulty was encountered but when the car was driven up grade the engine misfired badly and often stopped altogether. As the float bowl was found empty this owner immediately suspected that insufficient pressure was behind the fuel, the car being fitted with a straight pressure feed system. A thorough examination of the entire system failed to reveal leaks which might cause the pressure to drop but further investigation resulted in the finding of the real cause—a stuck needle.

As the car ascended a grade the friction of the needle prevented it from rising and thus admitting fuel to the chamber. The owner of the car ground the needle to its seat and reduced its diameter permitting free movement of the needle up and down and eliminating the trouble alluded to.

strainer in the carburetor. After cleaning these a very satisfactory mixture was obtained, so that the car would run very nicely.

It was then taken out for a speed trial, but the car did not have any "pep." It would not travel forty-two miles an hour and maintain it. It did not seem to have any pulling power. After looking over all of the points that might have come up it was decided to open the timer and see whether it was timed properly, and finally found that this had a great influence upon the speed. The timer was set ahead a little and this increased the speed to fifty miles an hour. It was set ahead again so that the spark came just before the piston reached the top of the cylinder and, of course, by means of the adjustment on the wheel, the operator was able to retard it quite considerably. This put the speed of the car up to sixty-two miles an hour without any difficulty. In trying the hills it made the hills without any trouble whatsoever. Care had to be exercised, however, in feeding gasoline to the car on hills, because with the spark advanced the engine would knock.

Slipping Clutches

When a clutch starts slipping badly it is needless to race the engine in the hope that the car will move faster. Rather operate the engine slowly with a slight change in speed, so as to attempt to cause the flywheel to carry the clutch around. When the engine is raced it makes matters worse all around, for the clutch does not hold and there is possibility of burning it up altogether.

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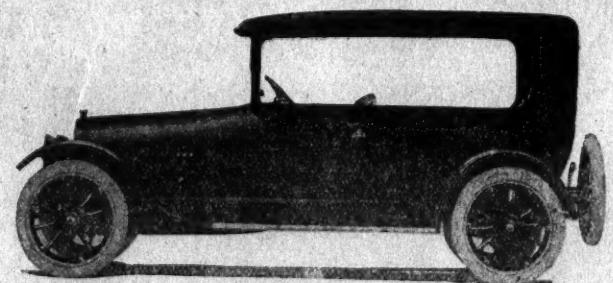
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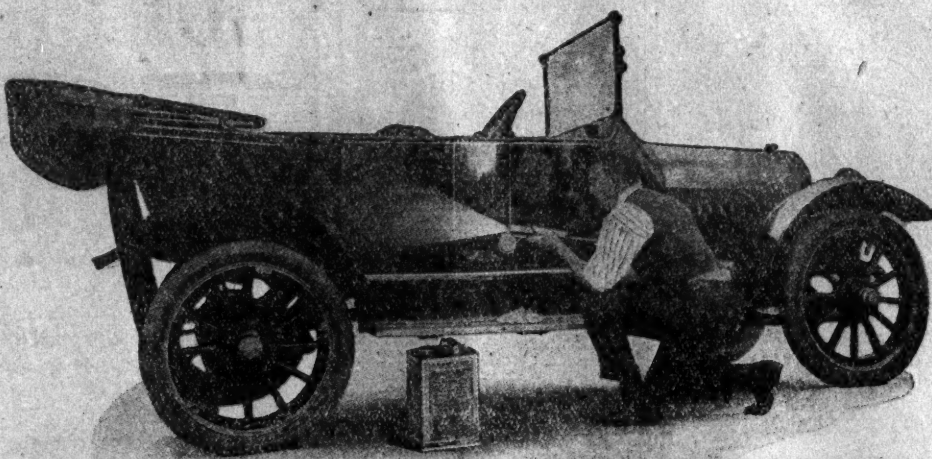
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Several Cities In The United States Now Have Service Of 'Gas-Less' Cars

The most recent installation of electric taxicabs, which have met with great success in Detroit, is in St. Louis, where six cars make up the nucleus of a fleet. The clean, silent, smooth running, attractive electric taxicab has made a strong and immediate appeal, and has proven itself to be extremely well fitted for this service, especially because of its low operating cost, and its simplicity of operation through congested streets, insuring safety to its occupants. The mileage of these "electrics" is practically unlimited, as facilities for curb "boosting" are situated in various parts of the city, so that the cab may be charged while it is waiting, even though it may be only a few minutes.

The Electric Vehicle Section of the National Electric Light Association is advised that an electric taxicab company is now being organized in Mexico City, and it is interesting to note that whereas the electric taxicab met its first success in Detroit, the home of the gasoline car, it is now to compete with the gas car in the habitat of hundreds of oil wells.

Progress is being made in the matter of the initial fleet of about 500 electric taxicabs of the most advanced type, which it is intended to install in New York City, which will provide a service of a distinctly revolutionary character.

Another Packard Service Letter

To Packard Car owners:

We want to speak to you about air pressure in your tires. If you follow the instructions of the tire manufacturers you will be driving your car on tires inflated anywhere from eight to thirty pounds pressure and you will have a disagreeable rough ride because you will feel every little inequality in the road.

Their advice is given with the idea that it will add to the longevity of their tires and supposedly with a consequent saving to you.

As a matter of fact, the Twin Six is so "Easy" on tires that even if the pressure isn't carried at the full standard fixed by the tire maker, you will get a very satisfactory mileage out of your tires.

We recommend that you let the tire pressure down to about sixty pounds. You will find that you have an easy riding car and while it may be true that your cost for tires per mile will be a fraction of a cent higher, still you will gain proportionately in the matter of lessening the general wear and tear on your car and increasing the comfort and enjoyment of your ride.

Yours very truly,
Packard Motor Company.

STUDEBAKER AND SULU

There is a sequel to every story—sometimes an anti-climax, but not so in the story which follows. When the Sultan of Sulu visited Manila about two years ago, an enthusiastic Studebaker man had the honor of entertaining him with a drive in a Six Cylinder Studebaker. At the conclusion of the ride, Prime Minister Hadji Butu Abdul Baky, one of the prominent members of the party, remarked that the car was the finest he had ever ridden in.

In October last came the sequel when Hadji Butu, newly elected Senator from Mindanao, again visited the Studebaker home in Manila and purchased a four-cylinder Studebaker. The pleasant experience of two years before had not been forgotten. Studebaker comfort and smoothness had made such an impression that the purchase of a Studebaker was one of his first acts upon locating in Manila, where he would have opportunity to use and enjoy a car.

Foiling The Auto Thief

Thieves are riding better every day and unless your automobile is properly guarded at all times there is no telling when they will get yours. A car properly locked up or left with a responsible garage keeper is reasonably safe. The real danger attended in the street. Many a man comes from leaving the car unlocked and his machine with hardly a thought as to its safety and never has seen it again. It is useless to lock the stable door after the horse is stolen, yet some owners will never think of protecting their cars properly until they have lost them.

The motor, public, however, is gradually awakening to this danger, and so a few suggestions will be of interest.

Many ignition systems have locks on them and the owner carefully locks the switch and removes the key. Ignorant of the fact that a good blow from a hammer will break the lock. Devices of this kind are for sale. Those provided with a good arrangement of tumblers are not open to this objection. But it is easy enough to raise the hood of the engine and remove the wires leading to the lock. This is not so difficult a trick as one might imagine. A man leaves his automobile at the curb near a restaurant while he and his friends go inside. It is evident they intend to stay inside for fifteen minutes to an hour or more. A thief walks out of the same restaurant, goes up to the car in a businesslike manner, raises the hood, fixes a couple of wires with a pair of pliers, starts the motor and drives off. Even a policeman watching him would suspect nothing. Yet the thief has made a clean getaway with an expensive car and left no clue.

The best safeguard is to remove some important part of the ignition system or to disconnect the wires in some place that is not easily accessible. For instance, removing the distributor brush is one of the best. If the car is equipped with a magneto the collector ring brush and the rod connecting it to the distributor should be removed. And one of these will make a gap in the circuit which is not easily bridged, as the thieves have not yet acquired the habit of carrying these extra parts with them. Another way is to use a special switch controlling the starter current. Have it concealed under the cowl dash, where no one would expect such a thing to be placed. Use one capable of carrying 100 amperes and run your starter wires to it. With the safety switch open and the starting handle locked in the tool box the thief will not experiment very long.

Another safeguard that employs none of the above methods is to lock the gasoline valve in the closed position. This requires a special lock, but is a sure preventive.

Buick Factory

The total area of floor space utilized in the manufacture of Buick cars reaches the enormous sum of 2,453,124 sq. ft. This is more than 56 acres or to be concise, 56.31.

The total number of employees varies. The rough average is approximately 5,000 although this number sometimes reaches two or three thousand more during rush seasons.

Naturally the payroll also varies but a rough average is \$406,646.00 per month.

Total value of the equipment consisting of machines, forges, special machinery, etc., to the number of nearly 3,000, is roughly \$2,417,580.00. Enormous quantities of gasoline, oil, etc., are required and to handle same special provisions are necessary. Three large underground tanks with a total capacity of 26,000 gallons handle the gasoline which is fed to the various departments by underground pipes similar to a waterworks system.

Nine enormous underground tanks are necessary for the handling of crude oil which is used for fuel purposes in all of the forges, blasts, ovens, etc., throughout the plant.

Seven of these tanks hold 15,000 gallons. A smaller tank with a capacity of 3,600 gallons holds machine oil. Other oil and grease is provided for in permanent receptacles.

Records That Prove Studebaker Quality

The most gruelling test that can be given to the construction and design of a motor car is found in long distance road travel against time and in speed competition on the track or the road. Studebaker has never been represented to the public as a racing car, yet in the history of Studebaker achievement there are victories in competition and records against time that rank among the greatest ever gained even by motor cars built especially for such purposes.

Studebaker is a car of wonderful stamina and reliability and the men who have chosen to drive Studebaker cars in such competitions have been prompted to do so because they have realized that this field offered just one more opportunity to demonstrate the superiority of Studebaker construction. The achievement of such victories under such conditions is the most convincing proof of Studebaker quality.

One of the greatest Studebaker records, and one which stands unique in motor car history, was made in the great 2,959 mile run from Fremantle, on the west coast to Sydney on the east coast of Australia. When the Studebaker record was made, there were no traveled highways. The few roads directly outside the cities were in fearful condition, while in the bush, land between there were sand, rocky trails, high grass filled with stumps of trees and other conditions of travel that would strike terror to the heart of any motorist, however confident he might be of the endurance and reliability of his car.

This record trip was made by Hugh Fraser and P. W. Armstrong, in a 1915 six cylinder Studebaker, absolutely stock except that the tires used were slightly larger and heavier than regular equipment. The start was made from Fremantle on November 19, 1915, and the car checked in at Sydney just 8 days, 23 hours and 40 minutes later, having accomplished a journey that for cruel strain on motor car mechanism beggars all description. This Studebaker performance was the sensation of the motor car world of Australasia and set a record that will probably stand for years to come.

On this same trip, they established new records for the shorter distances, completing the 1,753 miles from Fremantle to Adelaide in 5 days and 22 hours, and the 2,394 miles from Fremantle to Melbourne in 7 days, 13 hours and 25 minutes.

Of equal importance are the Studebaker South American victories won in direct speed competition in races on the track and on the road. These latter performances differ from the Australian records in that the Australian record was made in touring in which the construction of the entire car was put to the test. In the terrific strain of racing, the primary test is of the engine construction and the ability of the mechanism to stand up under the requirements of long continued high speed. The South American victories demonstrate Studebaker superiority from another angle.

In winning two big South American races and just falling short of victory in a third, Studebaker has taken its place as a leader. On March 6, 7 and 8, 1916, W. Paul Rhodes, of Buenos Aires, drove a six cylinder Studebaker in the cross country race to Rosario and return, winning second place in

the event. On April 23, 1916, Mr. Rhodes won first place in the Speedway race and on August 20 he drove to victory in the 1916 Winter Cup Race, against eight other cars, including special racing machines of famous European manufacture as well as other racing cars of wide reputation. The Studebaker completed the circuit of 375 kilometers without a stop in 4 hours, 25 minutes and 21 seconds, at an average speed of 84.78 kilometers an hour, finishing 7 minutes ahead of its nearest rival.

To be able to take a stock six cylinder Studebaker and make no change except to increase the gear ratio and to use racing tires, and then to defeat the flower of European and American racing creations, is a victory of which Studebaker may well be proud. While the Fremantle to Sydney triumph and the South American victories stand out with greatest prominence on the Studebaker roll of achievement in competition, there are other records that are almost as noteworthy made in various parts of the world. One record especially worthy of mention is that of Messrs. Adams and Elbery, who made the 98 mile run from Brisbane to Toowoomba, Australia, in 2 hours and 35 minutes.

In India the Studebaker driven by P. C. Sawyer and J. Smith cut the Bombay to Calcutta record from 3 days to 79 hours, including all stops. Turning to South Africa, we find the hill-climbing record made by E. J. Lawton in climbing Pearl Mountain near Cape Town, a record that spread the fame of Studebaker from Cape Town to Bulawayo. This record is especially worthy of note because of the real hazards of the road and the fact that the car used was absolutely new, being taken right off the sales room floor and not even tuned up for the gruelling test.

In August, 1916, J. B. Ritchie, C. Whitehead, and J. Langley Levy, over some of the worst roads in South Africa, cut the record from Durban to Johannesburg, to 15 hours and 46 minutes actual running time. In the 422 miles between these cities, there is a difference of 6,500 feet in altitude and 58 gates had to be opened and closed.

Returning to Australia, we find Studebaker making other records on the road, this time in the 238 mile run from Albany to Perth. This trip was made by J. L. Burton and V. Haythorne in 5 hours and 44 minutes, at an average speed of 41.5 miles per hour.

Such records give confidence to the owner of a Studebaker. They mean that the car has reserve power and stamina far in excess of the demands of ordinary driving.

Tips To Efficiency

(Motor Magazine)

In cars whose engines use thermosiphon cooling the system should be filled completely all the time. Should the level drop to any great degree circulation of the water will be reduced and perhaps stopped altogether. In a pump system, the pump forces the water through the system but in a syphonic system a natural circulation is had which is interfered with should a large portion of the outlet pipe be empty.

resulting in overheating of the engine. Preventing Power Losses

A leak means a loss. Whatever its nature, whether allowing water, oil or mixture to escape it cuts down the effective power of the engine in some way. Slight leaks here and there may possibly cause a total loss of power of considerable magnitude. There are dozens of joints in an engine and under certain conditions each leak. Good gasketing is fine insurance against leakage of this nature but good gaskets alone will not prevent them. The gaskets must be held firmly in place. Make a careful inspection of all joints using the sense of touch to detect leaks or use the time honored method of squirting a little oil around the joint. Bubbles will indicate a leak. Cylinder head holding-down nuts should be tightened. The inlet manifold, if there is an external one, should be tightly joined to the carburetor and cylinder block. Remove the pan under the engine and notice if there is dripping. Go over the three major systems, water, gas and oil, and stop all leaks. For oil joints paper gasketing is good. Use wrapping paper and be sure there is no break in the gasket at any point, around the stud holes. Asbestos coated with graphite is excellent for inlet manifold and carburetor flange gaskets, and similar places. Joints carrying hot gases should be fitted preferably with a copper covered asbestos gasket. In some cars special types of gaskets are recommended and may be purchased at the service station or good supply shop. Most good dealers carry a complete line of all varieties of gasket material.

Why The Engine Stopped

A recent short run in a Ford car produced a peculiar combination of troubles which baffled the driver for almost an hour. Having discovered that the engine would not start because of an empty gasoline tank even though three gallons had been poured in a few hours before, a fresh supply was purchased and poured into the tank. Greatly astonished at the engine's failure to fire even with gasoline, the driver was puzzled because it had been running splendidly during the previous portion of the day. The first thing discovered was that the drain cock under the float bowl was turned to "open" position, allowing the gasoline system to drain. The cock closed, further cranking failed to produce a fire. Ignition was then thought about. The timer was removed and a glance showed the cause of trouble. The contact pieces were covered with dirt of a sticky nature. It was easily held in place because the contacts were badly worn. A good cleaning of the timer and re-installation caused firing on the first turnover. The driver went then to the nearest service supply shop for a new timer, the old one having apparently outlived its usefulness. While this experience was on a Ford car, the trouble may come up in any car fitted with a similar ignition system, such as the battery distributor systems. They do not use a magneto, of course, but the distributor member is essentially of the same sort as the timer in question. A weekly cleaning of this important unit and an incidental ex-

amination of the interrupter points which are housed in the same unit will prove of value of the owner who wishes to keep moving on the road.

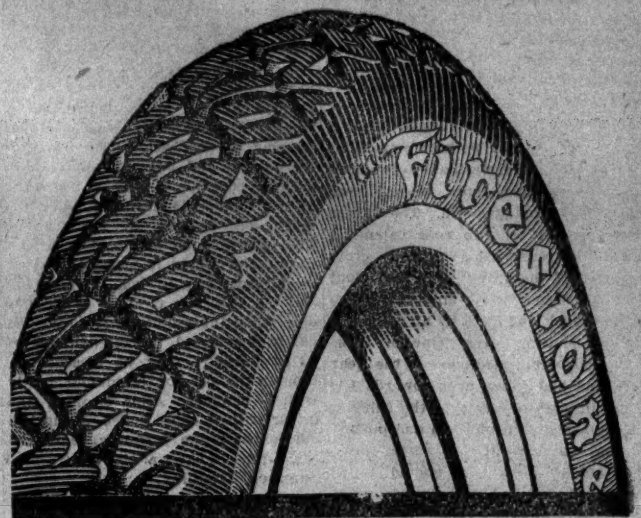
A Make-Shift Tire Repair

A good safeguard against delays on the road occasioned by tire trouble, is to carry in the car a quantity of tightly woven cloth. On a recent trip two pieces of cloth about one foot by two, were used successfully as blowout patches. The tire tread was badly broken at two points, permitting the tube to be caught and pinched. The tube was patched on the road and the cloth and there is greater chance of damage to them.

where the casing breaks appeared. The cloth was strong enough to prevent further tube injury and the car proceeded more than thirty miles without any further tire trouble.

Low Water Injuries Plugs

Operating the engine without a sufficient quantity of water or with no water at all may result in injury to the spark plugs. To give service without cracking, the plugs must be properly cooled and provision for this usually is made in the water jacketing system. When the water runs low the plugs become hotter and there is greater chance of damage to them.



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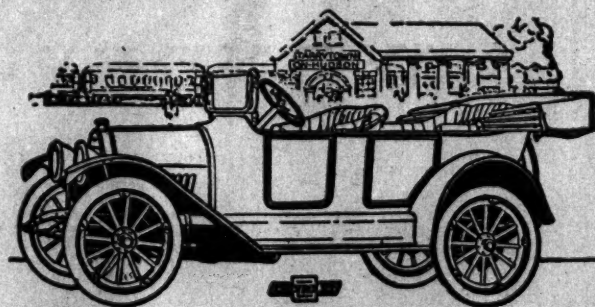
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TYRES



Reputation

When you buy an automobile what do you really buy?

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When you buy a car, you believe what the maker says of it. You buy material and labor plus reputation.

Reputation in motor car building is most important.

Without reputation, your metal, rubber and wood would be merely a highly polished mechanical assembly. With it, you are certain of satisfaction, pleasure, health, and efficient travel.

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ROBERTS MOTORS FOR BOATS

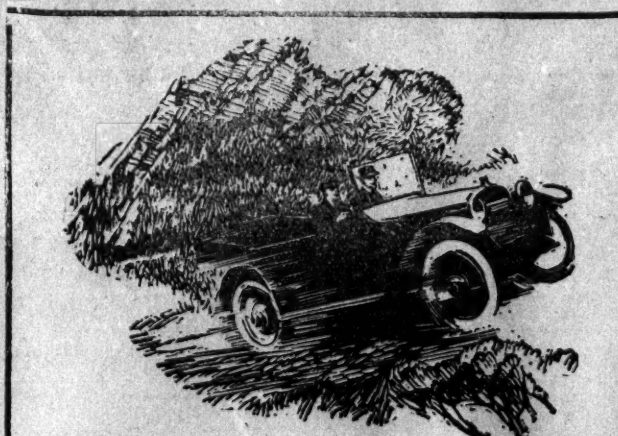
16 H.P. Bore 3 1/2 inch Stroke 4 inch
8 H.P. Bore 3 1/2 inch Stroke 4 inch
4 H.P. Bore 3 1/2 inch Stroke 4 inch

The Roberts 2-Cycle Motors

have demonstrated to their world-users that economically patented features, coupled with carefulness in construction, produce as good satisfaction in this motor at a low price, as can be obtained by other high-priced motors. We are open for dealers for this country. Specifications and terms furnished on application. Roberts Standard Marine Type, 4-16 h.p. Heavy duty, slow speed, 8 h.p.

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Everywhere Hupmobile dealers are offering the evidence of Hupmobile performance to help motor car buyers settle the question of which automobile to buy.

If YOU ask the dealer to demonstrate "pick-up" he will send the car from a stand to 25 miles an hour within ten seconds.

Or he will slow the speed to 5 miles an hour and then accelerate to 50—smoothly and silently.

If you want high gear hill-climbing demonstrated, say so; for if the Hupmobile excels in any one of its virtues, it is pulling power on high gear.

Lacking a hill, ask to have the car pull through deep sand or mud on high, and see how easily it is done.

Watch how beautifully it handles on high gear; how easily it steers, what short turns can be made; how nimble it is in the getaway with other cars. Yet it is a big, comfortable car. And at slow speed or high speed or moderate speed, notice how little motor vibration you feel.

We have told you what to expect from the Hupmobile. Now have a performance test of several cars if you want the question decided to your own satisfaction.

Brief Hupmobile Specifications

Hupmobile Models: 5-seater, 7-seater, 2-seater sedan, and 5-seater and 2-seater with detachable winter tops. Motor: Four-cylinder, 95 m/m bore, 140 m/m stroke (3 1/4" x 5 1/2"). Transmission: Three forward speeds and reverse; multiple disc clutch. Rear axle floating type, spiral bevel gear. Cam shaft and crank shaft bearings bronze shell, babbit lined. Long wheel base (119" on 2 and 5-seater, 134" on 7-seater). Tires 875 x 105 m/m or 34" x 4" on 2 and 5-seater, 920 x 120 m/m or 35" x 4 1/4" on 7-seater. Electric starting and lighting; ventilating, rain vision screen; one-man hood; quick-acting side curtains, door curtain carriers; deep upholstery; speedometer; ammeter; robe rail; foot rest and carpet in tonneau; non-skid tires on rear; five demountable rims; tire carrier, pump, jack and full set of tools; quick-acting ignition; wire wheels, special colours, khaki hood and seat covers at small additional cost over list price of car.

Hupmobile Corporation, Detroit, Michigan, U. S. A.
Dealers for all China, except Peking Province:

THE CENTRAL GARAGE CO., LTD.
2a Jinkee Road, Shanghai

DISTRIBUTORS



Expert Gives Secret Of Wise Motor Car Buying

To many thousands the purchase of an automobile is the crowning event of life, the most important step perhaps outside of marriage, yet just as many thousands give insufficient consideration to the proper things when the purchase is made. Second and third time owners are just as poor buyers very often as those just beginning to become interested. Thousands upon thousands make their choice of a car after considering one or more items such as appearance, riding comfort, equipment, any single unit of the chassis, size, etc.

To purchase a car merely on its looks is obviously wrong, and it is just as wrong to base your decision on any other single feature of the car, whether it is mere performance or the design of the rear axle. There are, of course, certain individual requirements which first must be considered, but after that has been done, after you have made up your mind to spend a certain amount for a car of a certain size, for certain work and having appearance qualifications up to your standard, there still are left the more important items without which the others are worthless. These are: The standing of the maker of the car, the ability of the maker and the dealer to render service and the quality of the materials.

The purchase of an automobile is to a great number a mere matter of names, with no consideration given to the ability of the money to buy something better. No comparisons are made, the work is too hasty, and usually the results show it. The best car you can buy with a fixed sum must suit your needs in performance on the road, it must be good looking based on your standard of appearance, it must be comfortable to ride in, it must have reasonably long life, it must be made by a company of undoubted reputation and ability to stand behind the car, and also you must be able to obtain without undue delay any parts or mechanical attention necessary. The process of determining exactly the right car is not the difficult matter which you might imagine, although you may require a little assistance.

The first problem to tackle is that relating to passenger capacity, which resolves itself into the question of how many there are in the family. This is usual, although not true in every case. Since every price division from cars selling under \$800 to those selling at \$8,000 offers cars of from two to five passenger capacity at least, it means simply satisfying your own views. After indicating on a slip of paper the size of car you need the next question is the performance of the car you are to buy, whether it must have excessive power and speeds, pronounced ability to accelerate, etc. In other words decide whether you want a car of average or unusual performance. Do not brush over this item hurriedly; consider not only what you yourself would like to have the car do, but what may be required of it under extreme conditions. How about the topography of the country in which you will use it most of the time? If steep hills are plentiful you require a car with surplus power. If this is the first car you are buying do not say to yourself that you only expect to use the car for town running. You will use it for the hardest kind of work, and this means you need power. Many first time owners previous to purchasing imagine that they do not want a speedy car. They say they never expect to drive faster than twenty-five miles an hour. But when they get the car it is a different story. Speed, speed, and more speed, and then the next car purchased is more nearly what they wanted the first time.

You want a car that will accelerate well, that is, one which can be quickly increased in speed. You want a car that is flexible in performance. Flexibility means that the car should be able to throttle down to a slow speed while in high gear and also be able to travel fast. Strictly flexibility is the maximum speed of the car in high divided by the minimum speed in high, so that a car which can travel a maximum of sixty miles an hour and throttle down to four in high has a flexibility figure of fifteen.

Good Looks Not Everything

Good looks are of course mostly a matter for personal consideration, although a great many prospective buyers cannot distinguish what is up to date from what is not. This requires a consideration of what is best in body styles.

Fuel, oil and tire economy are other points to be considered, and at this time they are most important because of the increase in price of these commodities. If you are wise you will not take the word of the average salesman unless you know that the dealer he is working for has an undoubted reputation for honesty. There is one good method of finding out exactly the mileage you should expect and that is to ask the dealer for the names and addresses of, say, five owners and write each of them a letter. Or find out if an authorized test had been conducted and discount the results because of the condition of the test car, the expertness of the driver and other conditions under which you may not be able to operate your car.

Your relations with the dealer or the factory do not end when you drive your car away. Ninety per cent of the satisfaction will be lost if the maker and dealer do not treat you right, and besides the reliability of these determines the quality in the material of the car.

Can you tell by looking at a valve whether the body has ten, twenty or thirty coats of paint, whether the gears are of nickel steel, or the parts fitted to the smallest fraction of an inch? Neither you nor any one else can tell material quality by superficial examination. This is why it is so important to deal with a reliable firm. A salesman is apt to tell you most anything about the car. Not all salesmen do this, but a great number of them in their anxiety to close a sale will "run wild" with talk. If he is working for a reliable dealer he will not say anything but the truth. Nine times out of ten the dealer is as good as the factory behind him, because a

factory with good intentions will not carry a dealer without them.

You never know when you may be called upon to get a spare part or some assistance from a service station and you can only get this if the dealer has the parts and a service station is near you. You may be told that the factory guarantees to ship parts in two days or that you can get whatever help you need from a certain garage, but these usually are no more than promises. Look over the place and actually see for yourself if there is a big stock of parts. Remember, a car has hundreds of parts, so the place must be large. See how many men there are working in the service station and how many cars are "waiting" for attention. In this respect your car is no better than the promises of the dealer and maker.

Up to this point you have a fairly good mental impression of the car you wish to buy and the sort of firm you wish to deal with. Except by chance, you will not get the proper car unless you write down on a piece of paper the names of all the cars whose prices are within your means. It is a waste of time to walk from one place to another looking at cars of various prices, perhaps some second hand ones. You may fall into the hands of a clever salesman who will sell you a car you do not need. There are dozens of cars which your money will buy and which may look very nice from the sidewalk—but are they? Do not even list them in your group of possibilities unless you know definitely where they are made, how long the company has been in existence, its financial status at the present time, etc.

After having listed the makes, or obtained a list, proceed in a systematic manner to investigate each one for the qualities your specific requirements demand. You may before anything is done eliminate some at the start because of one thing or another. Perhaps you are for some unknown reason opposed to a certain number of cylinders or to some other feature. If you are and you are sure you cannot persuade yourself to change, then strike that car from the list. Have on your list only those which are good potential "buys." Grade them according to price with the lowest price first.

Look The Car Over

Go to the local salesroom. Look the car over carefully to determine whether it is large enough. Sit in it, move around. Have some one sit beside you. Is there enough leg room? Find out all about the car before you take a ride in it.

Mention of the bore and stroke does not tell definitely the power of the engine. Displacement alone is only one factor in power and performance. Never mind what you are told, take the car on the road and see for yourself whether it has speed and power, flexibility, etc. The weight of the car is important because it has a bearing on fuel and tire economy. Ask to have the car weighed at a coal yard or a freight station. Make a note of the weight.

Try the seats front and rear. If you can drive, ask to be permitted to drive it. Remember you are in demonstration, and it is well oiled and well tuned. How do the cars from regular production come through? Will mine, if I buy one, handle like this? Will mine be finished like this one? Drive up a hill. Drive over some rough ground. Ask your friend in the back seat how it feels. If there is no friend, get in the back seat yourself. Ask all questions that come to you. If you are dealing with an honest concern the salesman is likely to be honest and you will get honest answers. Make a note of everything. Remember you are spending perhaps \$1,000, so put a good deal of thought into the work. When you get back to the salesroom look over the car again for points you might have overlooked before.

Lift the hood. Are the parts accessible? Are the grease cups and oiling places so located that you can easily reach them? Can you drain and flush the differential housing without trouble? Are the brake adjustments easy? Go over the whole car in this way and then ask some more questions. If you are told that a door rattle was caused by injury when the car was taken out of the freight car, discount it. Look over the upholstery carefully and the various fittings on the dash. Don't buy the first car you examine. Look over the others in the same way and make a note of various items. Your decision should be made at home.

In talking with the salesman of the second dealer visited avoid any mention of your previous experience, otherwise he will "sell" you the car you won't buy it. Go over the same ground that you did before. This may seem to require more time than you expect to give, but it will pay in the end, because you will be a satisfied owner.

After you have inspected those cars which your money is capable of buying study the situation. Do not be swayed by any one feature of the car. Remember, a good paint job or snappy lines do not spell fuel economy, good service or long life to the mechanical parts. There are dozens of makes of cars on the market which are "designed" for the prospect. Some one feature is introduced to catch his eye or his mind. But that one feature does not make a composite whole which will give efficient and economical service. Don't buy one feature; buy a whole car.

Avoid Undersized Parts

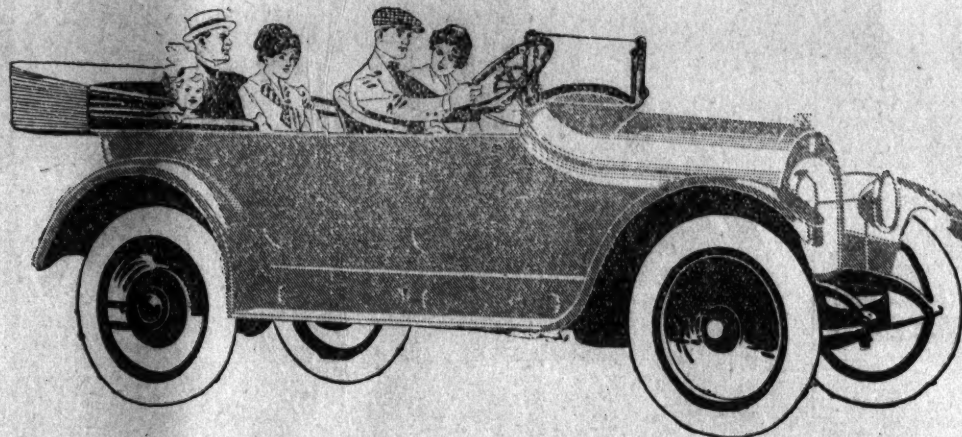
There are many makers who undersize certain parts, especially gears and bearings, shifting, etc. In order to save money. You cannot tell merely by looking at the part whether it is made with the right safety factor. This makes it so important for you to deal with a good concern, because the good ones are so because they have dealt fairly in the past.

Each year brings a number of new cars, some of which are good and some of which are 90 per cent wrong. Those not intimately connected with the industry cannot distinguish one from the other. There are at present some excellent cars on the market made by good concerns comparatively new, so prospective buyers should not immediately discriminate against propositions because "they never heard of that car or the maker."

Overland

MODEL 75 B

TAELS
1350



The Price of This Car Startled the World

Never in the history of the motor car business has there appeared a car equal in value to the Overland model 75B.

Its cost—both first cost and operating cost—was a revelation to the public.

It overshadowed every other car in its price class for power and economy.

You can get from 20 to 25 miles on a gallon of petrol!

Moreover, you get the comforts and advantages that heretofore were confined to the higher-priced cars.

For this model 75B Overland is completely equipped—there is not a thing to buy extra.

You get the finest Auto-Lite electric starting and lighting system, Tillotson carburetor, magnetic speedometer, one-man hood, demountable rims, and practically every accessory found on the highest priced cars.

And with it all you get an attractive-looking car, for the Model 75B has the finest finish possible.

No wonder this Overland startled the world!

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Health, Beauty and the Household

Making Housework Easier

By Mrs. Christine Frederick

The Distinguished Authority on Household Efficiency.

WHAT will take a stain off an ivory hand mirror?—C. M. L.

Spots on ivory can be rubbed out with a little tripoli (powdered at drug store) mixed in sweet oil and applied with a clean flannel cloth. If the stain is made from medicine it may not come off.

HOW can curtains be dry cleansed?—MRS. N. BROWN.

Shake curtain well in open air and whisk with stiff brush; then lay on floor on clean sheet and cover lightly with Fuller's earth or powdered magnesium. Allow to stand over night; then remove, shake and hang again in open air.

WILL you give a receipt for dill pickles?—MRS. F. H.

Materials—Small cucumbers, salt, grape leaves, whole peppers; dill seed; few slices of rye bread. Wash, then put layer of salt in stone crock, then grape leaves, then cucumbers; repeat; then lay in two or three whole peppers and dill seed; repeat until full; then have the top layer of dill, grape leaves and a few slices of rye bread.

HOW can flour be kept free from worms in warm weather?—MRS. M. B.

The chief point is to keep the flour in a cool place, so low a temperature that insect life will not develop; and also in a dry place away from other vegetable foods, as potatoes, etc., from which the parent moths sometimes come. Sift all flour carefully before use.

HOW can I clean heavy braided ecrú lace curtains?—MRS. E. M. F.

Make a strong soap solution of a white soap in proportion of two quarts of water to one cake of soap, with one tablespoonful of borax added. Use this, tepid; then rinse well, without bluing; shake a thin starch and add to water to which strong tea water has been added, in proportion of one tablespoonful of black tea to one quart of water. This will keep the ecrú shade. Pin and stretch carefully on curtain stretcher or floor pad.

IS there such a thing as a standard way of Spring cleaning?—MRS. H. C. F.

There can hardly be said to be standard, since each house varies in rooms and furnishings. In general, send away, first all rags, blankets, etc., to be cleaned out of the house. Next have all painting and repair work done before any actual cleaning is started to avoid workmen tracking in house. Make a list of hardware and small supplies needed. Then tackle the closets and laying away of clothes, sorting and keeping all waste in convenient baskets or boxes to be carried away by charitable agency. Last, clean each room separately, from ceiling and walls to woodwork, floor and movable furnishings.

I HAVE always been accustomed to using a large white tablecloth, but it seems that we get three or four dirty every week. This makes so much laundry, and yet I do not like the bare table. Have you a suggestion?—MRS. P. C.

Nowadays there are several ways which are pretty and easy. One is to use strips of crash, which can be bought by the yard and made with a deep hem. These "runners" can be placed at right angles across the table and perhaps a small dolly in addition at the right of each plate for the water glass. These are especially pretty in Summer and can be ironed very much more easily than the large cloth. Or there are many Japanese and novelty colored cloths in the shops which stay clean longer and which are also easier to iron than the regulation cloths of linen. A friend of mine even made a cloth of white cotton crepe joined together with bands of chuné lace, which was most effective and admired, and which did not need any ironing whatever.

I AM forty years of age and it seems to me I have done nothing but scrub all my life. I have tried mops, but it seems to me I cannot get the dirt off unless I get down on my knees, and that makes me so tired.—MRS. H. M'G.

I certainly do not believe in scrubbing on the knees. If you have a very large surface to cover, the so-called string mops, which require a mop wringer on the wall, must be used, but if you have only a small kitchen, bath or other surface, you can use a certain cleaner mounted on a handle six feet long. It consists of a row of rubber teeth, with which a square, even cloth is used. By wringing the cloth out of water, laying on the floor and grabbing with the teeth on the stick, the cloth can be made easily to move over any surface, thoroughly wiping. There is then no heavy mop to squeeze. This is the easiest and most convenient method of washing a floor that I know, and is entirely satisfactory.

GOOD TO EAT---

Cheese Sauce.

MELT two tablespoons butter, add two tablespoons flour and stir until well cooked. Then add one-half cup water and one-half cup milk. Cook until thick, stirring constantly. Then add one-half cup grated cheese and one-half teaspoon salt and dash of paprika. Stir until cheese is melted but do not let mixture boil after cheese is added.

Onions Stuffed with Nuts.

PEEL eight large onions and cook in boiling water until very tender (about one hour). Drain and cool and cut out a piece on the stem end, thus leaving a shell of onion. Chop one cup of pecan nuts or peanuts fine. Stir one cup of fine bread crumbs into six tablespoons butterine, season with one-half teaspoon salt and half a teaspoon paprika. Add one well beaten egg yolk and combine this mixture with finely chopped nut meats. Fill onions with this mixture. Give them a dome shape. Place in a buttered or greased baking dish and pour over them one cup of boiling water. Bake about forty-five minutes, basting frequently with the liquid in the pan and at last with one tablespoonful butterine melted in a little boiling water. Serve with cream sauce.

Rollad Steak with Dressing.

MAKE a stuffing of one quart of grated bread crumbs, one very small onion finely chopped, one and one-half cups boiling water, one-half teaspoon of salt and one teaspoon powdered sage. Sear one pound shoulder clod steak in a hot frying pan. Then remove and form into a roll with above dressing in centre. Tie in shape or skewer carefully. Put steak in baking dish and pour over it the following sauce and bake for two or three hours. To the fat in the frying pan in which steak was seared add three tablespoons flour and blend well. Brown and add two cups boiling water and stir until thick. More water may be needed from time to time. Baste frequently and turn occasionally.

MY SECRETS OF BEAUTY

By Mme. Lina Cavallieri
The Most Famous Living Beauty.



"Given a straight nose, in goodly proportion to the face, a well-formed mouth, a good forehead and a well-cut chin in addition to a lovely complexion you have won more than half the battle of beauty for you have a good profile."

PLEASE tell me how to make my very curly hair grow long and straight.—OLIVIA M.

Massage your scalp with the tips of your fingers as often as possible. This will release the natural oil in the sebaceous glands at the roots of the hair. You might also try a few applications of this:
Castor oil..... 2 oz.
Alcohol (95 per cent)..... 1 1/2 pints
Oil of bergamot..... 10 drops
This ought to take the crimpiness out of your hair. Constant brushing straight back from the forehead will also promote its growth, and olive oil rubbed into the scalp with the finger tips will do much to keep the hair from curling.

WHAT can I do to make my legs stouter? I always have to pad my shoes, and it makes it very inconvenient. Kindly suggest some remedy.—RITA C.

In Halifax, Nova Scotia, the women are said to be famous for their beautifully shaped legs. Do you know why? Because it is all hills. Take a tip from this. Walk uphill if you can, but walk until you are weary, then walk some more. Exercise of the muscles of the calf of the legs will in time improve them wonderfully. Be sure to take plenty of nourishing, flesh-building food also.

I HAVE good eyes, good complexion and good features, but my hair is thin and stringy. How can I fix it becomingly for the Evening?—MILDRED.

Given a straight nose, in goodly proportion to the face, a well-formed mouth, a good forehead and a well-cut chin in addition to a lovely complexion you have won more than half the battle of beauty, for you have a good profile. Arrange the hair loosely about the face and fix it so that you have a coiffure of puffs high on the head. Then always dress becomingly, and lo, you may not be beautiful, but few will suspect it, for you will look both charming and lovely.

MY lips chap every time I go out in the wind. Is there anything that will prevent this?—PEARL B.

For this annoying complaint allow me to suggest that this pomade be freely massaged into the lips every night:

Cocoa butter..... 24 grams
White wax..... 4 grams
Oil of rose geranium 1 gram
If this is not effective, suppose you try one prescribed by Dr. Vaucaire:
Castor oil..... 6 grams
Cocoa butter..... 20 grams
Oil of birch..... 4 drops
Extract of catchu..... 2 grams
Essence of star anise 10 drops

WILL you kindly tell me how I can make my under lip as thin as my upper one?—MISS G. T.

Try massaging your lower lip gently, rubbing with the second finger of each hand from the middle of the lip toward the corners of the mouth. Also make a habit of compressing your lips as tightly as you can. Draw in your lower lip as much as possible and hold it tightly against the teeth. This will render its size much less conspicuous and will in time eradicate the fault you mention.

I HAVE a receding or rather small chin. What do you recommend?—R. S.

This fault in your appearance can be remedied by dressing the hair high. Draw it well back from the forehead, so that the strength of your brow will seem to make up the deficit of a weak chin. You can also be careful to dress the throat becomingly and in such an attractive manner that the chin will hardly be noticed. Thrusting the jaw forward will likewise help to accentuate the lines of the chin. Always try to hold the chin well up. Nature designed woman to hold her head proudly.

IS there any way of reducing a large bust? I am short and very slight at the waist line.—ETHEL McG.

Here is a rather heroic treatment, which should be taken only on the advice of your physician. Massage the following pomade into the breasts every night before retiring:

Aristol..... 2 grams
White vaseline..... 30 grams
Essence of peppermint..... 10 drops
Afterward cover them with compresses wet with this lotion:
Alum..... 2 grams
Acetate of lead..... 30 grams
Distilled water..... 400 grams
This should be kept on over night.

Economical Menus for the Week

FOR the benefit of housewives who want appetizing, healthful and economical meals, but are tired of serving the same old combinations over and over again, the accompanying menus for a whole week of meals have been prepared especially for this newspaper by Miss Mary Lee Swann, a member of the faculty of the Barnard School of Household Arts.

MONDAY <i>Breakfast</i> Baked Apples Bacon Curls Graham Muffins Coffee <i>Luncheon</i> Corn Mock Bisque Soup CROUTONS Popovers Butter Stewed Raisins Tea <i>Dinner</i> Cannelon of Beef Dandelion Greens Noodles Endive Salad French Dressing Rhubarb Foam Sliced Banana Garnish Coffee	TUESDAY <i>Breakfast</i> Wheatlet Omelet Toast Coffee <i>Luncheon</i> Lima Beans Fermiere Tea Biscuits Olives Cantaloupe Tea <i>Dinner</i> Mock-Duck Hominy Boulettes, Stewed Leeks Bran Muffins Raspberry Jelly Marshmallow Sauce Coffee	WEDNESDAY <i>Breakfast</i> Strawberries Cereal Toast <i>Luncheon</i> Egg Salad Brown Bread and Butter Sandwiches Eggsless, Butterless Chocolate Cake Iced Tea <i>Dinner</i> Creamed Corn Beef au Gratin (with celery and onion) Spinach and Cream Cheese Salad Crisp Crackers Coffee
FRIDAY <i>Breakfast</i> Stewed Prunes Top Milk Tomato Toast a la Bradley Coffee <i>Luncheon</i> Eggs Baked with Pimento Potatoes Cucumber Jelly, French Dressing Iced Coffee <i>Dinner</i> Broiled Bluefish Beets Stuffed with Cucumber French Dressing Wax Beans Whole Wheat Rolls Custard Pie Half Cups Coffee	SATURDAY <i>Breakfast</i> Cantaloupes Corn Meal Crisps Coffee <i>Luncheon</i> Chicken Croquettes Green Peas Cooked with Lettuce and Onion Iced Tea <i>Dinner</i> Green Pea Roast (Splendid meat substitute) Carrot Timbales Lettuce and Tomato Salad Crisp Crackers Raspberry Shortcake Coffee	SUNDAY <i>Breakfast</i> Peaches, Top Milk Asparagus Omelet Coffee <i>Dinner</i> Roast Chicken Corn Meal Stuffing Creamed Silver Skins Lettuce and Radish Salad French Dressing Strawberry Ice Cream Half Cups Coffee <i>Luncheon or Supper</i> Spring Salad (Tomato, Hard Cooked Egg, Boiled Cream Dressing), Iced Tea Cup Cakes

The Doctor Says

By Bruce Belden M.D.
The Well-Known Physician and Writer.

CAN fatty tumors be removed without the use of a knife?—H. N. L.

IS careless treatment the cause of an infection setting in two weeks after an injury?—J. B.

As a general thing such late infection would be due to the introduction of a new germ, and not to careless treatment at the time of the injury.

WHAT do you think of sulphur and molasses as a Spring tonic?—MRS. A. F.

It is a superstition to imagine that one needs a tonic simply because it is Spring; you may need a tonic, and then again you may not. That is true at any time in the year. If you don't need one, don't take one. The sulphur and molasses combination could not be called a tonic anyway.

WHAT is the best way to overcome penman's paralysis, or writer's cramp?—T. J. W.

Your exhaustion palsy will get well if a sufficient period of rest can be taken. The treatment includes massage, outdoor exercise, daily bathing, static or galvanic electricity, and the administration of tonics. For the underlying nervous weakness take one pill after each meal containing one-tenth of a grain of phosphide of zinc.

I HAVE been ill with tuberculosis for three years and have been in bed so long that I cannot walk even on crutches, owing to weakness and stiffness of the legs. What can I do to strengthen my legs?—M. J. Z.

Improvement in the leg condition depends chiefly upon improvement of your tuberculosis. In the case of one lying in bed so long, softening and wasting of the muscles, with consequent weakening, should be prevented by daily massage.

MY mother, who is sixty-two years of age, suffers from rheumatism of the hands, a rash which we have been advised is due to an excess of uric acid, and varicose ulcers of the legs which repeatedly break down after healing. Can you help us in this matter?—M. C. C.

Heal the ulcers by rest in bed and application of the following ointment:

Diachylon Ointment..... 1 ounce
Olive Oil..... 1 ounce
After the ulcers are healed the wearing of elastic stockings will prevent recurrence. The diet should consist of milk, cereals, fruit and vegetables. Much water should be drunk between meals. No more should be eaten than is absolutely necessary to satisfy hunger. Exercise in the open air is beneficial. So is massage. Tepid baths should be taken, and free action of the bowels secured. Give the patient half a teaspoonful of bicarbonate of potash an hour before meals, well diluted in water.

I SUFFER from pains in the shoulder, neck and throat, always feel tired, and sometimes have a rash on the hands and other parts. Do you think these symptoms come from my tonsils, and if so, should they be taken out?—L. H.

It is quite possible, even probable, that the tonsils are at fault. If the connection can be reasonably established it would be advisable to remove the tonsils. If upon examination the tonsils are found to be chronically diseased, you may be reasonably certain that they are the cause of your ill health. The tonsils may be so diseased and not be enlarged. Oftentimes when so diseased they are small and buried deep in their beds. Such tonsils frequently give rise to more systemic effects than the enlarged ones. At the same time that you have your tonsils examined a search should be made for obscure dental trouble. Systemic disorders such as you describe are sometimes traceable to the teeth—blind abscesses at the roots of devitalized teeth may be the cause. These are very clearly shown by the X-ray. Pictures of the roots of the teeth are now very inexpensively made by most dentists.

BESIDES the discontinuance of the improper use of the handkerchief, as explained by you, I would like to know if there are not some other means for causing the ear drum to be more efficient as a hearing diaphragm in the case of one whose hearing is very defective.—F. S.

Much depends upon the degree of destruction of the drum, the ossicles (the small bones of the middle ear) and the bony walls of the hearing apparatus. Only careful examination by an expert otologist can determine this point. Assuming little or no destruction in your case, functional restoration to a fair degree may be reasonably hoped for. To this end you must look to the hygiene of the nose, besides observing the advice given in connection with the subject of pocket handkerchief deafness. By the hygiene of the nose is meant the correction of all nasal defects which bear upon hearing and the proper cleansing of that organ. Since it is by way of the nose that the ear becomes infected, the importance of nasal hygiene is obvious. There are mechanical devices for massaging the drum, but these must be operated by experts. If your case is purely one of pocket handkerchief deafness it will probably cease to progress and get vastly better simply through the abandonment of the handkerchief compression and the adoption of very mild antiseptic irrigation of the nasal chambers. Relaxed drums can be tightened up considerably by certain applications at the hands of experts.

YOU MIGHT TRY--

Odorless Cabbage.

AFTER cabbage has been boiled, allow the water to become quite cold. There will then be no smell when it is poured down the sink.

Salt on a Candle.

PUT finely powdered salt on a candle that has burned down to a small piece and it will burn steadily for several hours longer.

To Keep Cake from Burning.

A LITTLE cold water placed in a dish inside a hot oven will help prevent the oven's contents from burning.

Making Glassware Glisten.

RINSE glassware in hot water, after washing, then place in cold water in which a handful of starch has been dissolved. Drain and polish with a dry cloth.

Mending Old Rubbers.

TAKE a piece of black dress braid or tape and with this sew the two torn edges of the rubber together. Finish the upper edge with a button-hole stitch.

